The Sea People/SAILORMAN

No 8 August 1987

Jim's Column.

I have always enjoyed writing 'Jim's Column', both in the old 'Sailorman' and, more recently, in the 'Sea People/ Sailorman' magazines. Today, I find a numbed reluctance to begin the 'Column' and, indeed, this issue of the magazine.

The reason is obvious. I have begun building GAIA, our 63ft. PAHI. In the workshop are the backbones and bulkheads waiting to be fitted together. Indeed, this morning we had a preview, fitting temporarily three of the smaller bulkheads on the forward third of the backbone. *(Since writing this, both backbones are now up with bulkheads and stingers fitted.)*

A recent writer in the 'Sea People/ Sailorman' referred to beginning building as being like a monk. Well, I am certain he did not mean it in the 'completed' sense, but certainly, all that comes between me and 'my boat' I now see as a physical and mental distraction. It is a wonderful, total feeling to be building again a boat that 'opens' the whole approachable planet to me. I day dream of the practical things I can do with the ship, though I must admit that many of the day dreams are just of riding/lifting over blue whitecrested seas.

Between me and my dream ship are many things. At the January London Boat Show, as a result of the success of our Design Book, I/we were asked to write a practical book on Catamaran Design, something on the lines of 'Commonsense Catamaran Design'. Each morning I sit down at my writing bench and work, studying the history, development and practice of Catamaran concepts, leaving the 'GAIA' building to Hanneke and the building crew. In the afternoon, I go out to join the building crew and have been reported after a lapse of 7 years as 'singing' at work again.

Anything that comes between me and my boat is a distraction. Jim Brown, the trimaran designer, was reported in a 'Wooden Boat' article as ''hiding from his builders'', giving as an example an eager builder visiting him on Christmas Day. My builders have not reached that stage yet, nor am I hiding from them, but, please, before I do, realize that I cannot give of myself to a casual: ''We are in Cornwall, let's look up James and have a chat visit.'' It is not that I cannot, it is that I *do*, and some visitors – in fact, most – are fascinating people with lives of personal adventure in addition to the stories of their boats. But I have to write this book and I have to build this boat, so I work to a strict routine. The drop-in visits totally break the thinking/work pattern. Expected visitors can be slotted into the work routine. So, please, write or phone before visiting us.

The AGM during the London Boat Show was a great success. The feeling was that the PCA is fully on the right road again. A report has already been sent out. As hoped, other people are prepared to move in and see the 'mechanics' of the 'building' of a Sea People. Steve Chasey was voted in as assistant editor with the aim of possibly taking over the editorship in the future. This will help me with my problems and remove any lingering doubt, which is carefully cultivated in some quarters that the 'Sea People/Sailorman' is an extension to this office.

Stringers are being fitted to GAIA

The Sea People/SAILORMAN

The Magazine of the Polynesian Catamaran Association

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There is one word being applied to multihulls, without specifying it's meaning that is increasingly irritating me, namely the empty word 'Performance'. Usually, you are expected to know that it means maximum speed and closeness to the wind. Performance ***to me*** *means many things, and most of all means that the boat can look after the crew.*

The following story tells of a crew who lost faith in the boat. The story by Eddie Evans is complete in itself. The only observation from me is that all our catamarans are designed to be handled by a man/woman team, even my new PAHI 63, (which we are also calling GAIA). The reason is that during my sailing career I so often heard of ''crew problems''. So, Eddie's GAIA experience is not such a rare event. Only recently did I hear that during a gale on one of the smaller ships in a Tall Ships Race the tired owner and first mate had to drag the crew out of their bunks and physically 'boot' them into the needed activity.

This is why I like women crew. Women do not have 'Macho' pretensions, and if they set out to be crew, nine times out of ten, when the hardship comes, they magnificently rise to the situation. In contrast, a tough, sure male can be reduced to a terrified gutless object after a little hardship. A classic example were the 'Macho' beachboys that were the crew on the HOKULEA expedition (the HOKULEA was a reproduction of an ancient Polynesian voyaging canoe) from Hawaii to Tahiti in 1976 (see National Geographic Magazine April '76). Several of the crew spent days huddled in a small deck shelter they had constructed, smoking hash, then ended up fighting the ones that kept the ship sailing.

Without his 'crew', Eddie Evans would have had a few hours desperate worry and concern over what he had dragged his family out to, falling into an exhausted sleep, vowing he would never go to sea again, waking up with the gale gone and the children saying; ''What gale, daddy?'', sailed into a North Spanish harbour and, after a few days rest would have sailed on with complete confidence in himself, the family and the boat. Our best wishes and encouragement to Eddie Evans and his family.

Abandoned in Biscay

by Eddie Evans

BLUE HORIZON
YACHT DELIVERIES/CHARTER

I'd like to give an account of our experiences aboard our TANGAROA Mk1 'Gaia' on what was to be the beginning of a voyage of discovery and a new life style with the sea, and how in a matter of days it turned into a test and trial of endurance and fear. What started as a happy calm trip turned into a situation of panic and danger.

After three years of owning and working on 'Gaia' (ancient Greek name for Earth Goddess) we had at last come to the point where we felt we were ready to set sail for warmer climes, a few months behind schedule but about as ready as we would ever be. (We being myself, my wife Chrissie and our two children Jai 5½ and Gaia 5 months). We set sail from Plymouth on September 11 with two friends Kevin and Andrew who were to come as crew. Our destination La Coruna, Western Spain.

The previous few weeks had been hectic to say the least, as we had been given notice to quit our rented house in Millbrook and on top of that during a strong gale the anchor dragged on the boat and she went alongside a ballast pond at Torpoint and under the stern of a steel barge, was it an omen? who knows. I felt bad at the time but as it turned out all that needed replacing was a rudder and bulwarks, the boat was repaired in less than a week. Believe me, bullwarks ARE necessary, if they had not been on the boat I hate to think of the damage that would have been caused to the hull. As it was, the hulls came through with hardly a scratch.

Well, we set off under fine conditions and light Easterly winds on the evening tide heading towards Falmouth. I promised my wife that we would call in at Falmouth as she was unsure about crossing Biscay with the children. As it turned out I didn't keep the promise and talked her into us continuing the voyage. The shipping forecast was continually good, a low 200m west of Finisterre slowly moving North. Nothing to worry about I assured her and we pushed on heading SW and giving Ushant a good offing.

We drifted that night under a misty chilly sky with a flapping genoa hardly making a knot. The following day brought us light winds, porpoises and mackerel by the bucket-full. This was the life, it could only get better we thought, we had hardly any wind most of that day and just all enjoyed the sun and peace of languid glassy seas. We also spotted two sharks nearby, their fins gliding smoothly across the water, a hundred or so feet off. By late afternoon wind started coming, light ripples we saw ahead, and after a while we were skimming along at a nice 5-6 knots; with an Easterly wind the shipping forecast was still good and nothing to be concerned about.

For two days we creamed along in a brisk 4-5 Easterly. It wasn't that pleasant though, a lot of water coming through the slatted deck and it was surprisingly cool even though the sun was shining. We were taking sun sights regularly and reckoned we were well over half way across Biscay. By this time we were unable to receive any more forecasts but felt all was well. However, the sun had turned a sickly yellow colour and had a strange halo around it. It seemed all

was not well. We consulted Reeds and it described the sky that we were witnessing with a falling barometer as a strong blow coming. Well the barometer was dropping and rapidly in fact. It dropped 12 millibars in 12 hours. Of course, we all tried to dismiss it as nothing to worry about. However I started battening everything down as it was now coming to sunset. But a very strange feeling in the air. Well it started to blow and within a matter of hours we were down to triple reefed main and reefed staysail (having no storm jib) but everything was too much sail. We took the main down altogether and tried to maintain our Southerly course. However, this proved impossible as by this time the wind had got up to Gale strength and we had no alternative but to run before it. I stayed at the helm all night as by this time the crew were a little worried and frightened. Yet the children slept and Chrissie made me hot drinks.

All around me green glowing phosporescence, it was like riding an incredible sea creature, an untamed stallion.

I will never forget that night as long as I live. I sat at the helm and steered the boat just by the compass dead before the wind at what must have been at least 10 knots, the boat surfing over these tremendous waves but no danger at all. All around me green glowing phosphorescence, it was like riding an incredible sea creature, an untamed stallion. Chrissie and I were both over awed by the experience and felt no threat whatsoever.

The storm abated about an hour after dawn. I was exhausted and so dropped all sail as the wind started to drop and left the boat to her own devices. However, this was not a good idea as a large breaking wave slapped into the starboard hull and sent all the books flying off the library in the port hull, we checked for damage but there was none. By this time my crew were very frightened and wanted to get to land as soon as possible. Well, we managed to get a couple of sun sights during the course of the day and the wind had dropped down to a 3-4 knots. The sun came out for a while and soon spirits rose and we started to hang out wet clothing and nappies.

Not for long I'm afraid. Within a matter of hours the wind was up to gale strength from the SW. We had no choice but to run before it again under reefed staysail only, however, this was no joyride the waves were looming high and were threatening. It was time to trail warps so we lead about 300' of rope with two tyres attached from the stern beam. This kept the boat at a steady 4-5 knots and kept her well down. She rose beautifully to each wave and we hardly had any water break over us at all.

By this time everyone, except myself and the children, were feeling sick, miserable and frightened, especially Kevin and Andy. We took it in turns to steer and it was very difficult to keep the boat from broaching, as I sensed this could have been dangerous. My little boy poked his head out of the cabin looked at the waves and thought they were great and wished they were bigger!!

By now we were unsure of our position as I had managed to get one sight during the course of the day, and so all we had to go by was a position line and that I was not absolutely sure of. As having now experienced it, it is almost darned impossible to sight the horizon under such conditions. As it was in the afternoon a large super-tanker came steaming behind us so we came up with the idea of setting off a flash and using a marker pen wrote in large lettering F.A. the code for 'what is my position?' (how I long at this moment for a radio transceiver of sorts, our boat had no engine and our batteries for nav lights were now exhausted.) Well by a miracle they saw and understood our request and under extremely difficult conditions managed to come close in enough for us to hear their voices as they spoke through a loud hailer. They wished us good luck and told us the weather was going to get very bad!! Well as it happened the longitude was exactly on my sighted position line which was a little comforting at least. I forget our exact position at this time as the log book was lost so all such details are not known. We were about 100 miles off Ushant just inside the shipping lanes. Here I feel I made a slip, as at this point we had two alternatives (1) to run straight back to Falmouth or (2) head for Brest which was nearer. My crew being desperate to get to land I chose to head for Brest even though we had no detailed charts, just a very out-dated Adlard Coles N Biscay pilot.

Looking back now it would have been prudent to have set off another flare and requested a tow.

We sailed the rest of the day and night in a howling SW gale that in the early hours veered NW and dropped to about a Force 6. That night found us running the gauntlet between masses of shipping, it was horrendous. We had no nav lights just two parrafin lamps hanging from the rigging, somehow we managed to get through, and the next day found us in a Force 3 NW somewhere south of Ushant, hopefully not too far off Brest. We spotted a small French fishing boat and sailed by, asking our position. He obviously didn't understand and was far too busy to be bothered by us, the most we got was a hand waving in the general direction of Brest and a figure of 45 miles. 45 miles seemed like the end of the Earth, it would take at least another 12 hours before we would sight land. I was worried by this time realising how the tides ran in this area, two or three large fishing boats steamed by at this time obviously heading for Brest. Looking back now it would have been prudent to have set off another flare and requested a tow. After a few hours of light winds a Polish cargo/passenger boat steamed by and so we let off another flare and held out our FM washboard again. Only to be given a longitude of 1° error. I charted our position and it just didn't tally. His position put us about 10m west of Brest. I knocked off his position and this seemed more realistic. We decided to lay a course towards Ushant lighthouse to get a fix and hopefully to work our way during the night to run into Brest with the tide the following morning. We had to sail close hauled and the wind was now blowing NE and within an hour we were down to triple reefed main and reefed staysail. It was impossible to sail to windward. There was another storm coming. Chrissie was a little seasick but coping well, she wasn't afraid as she was too busy with the children, but Kevin and Andrew were by now almost helpless. I sent them below to sleep a few hours before the wind got up. I dropped all sail and went below to let us drift, by now it was getting beyond a joke, all our clothes were wet, we had no dry nappies, the galley was a mess with spillages of one kind and another. What was to become of us . . .

At this point I felt highly irresponsible for what I had exposed my wife and children to. We had no choice but to ride it out. We sat below and waited, I knew we were drifting out towards the shipping lanes and now darkness was coming and it was beginning to rain. I went to the navigation hull and woke the boys and explained what was happening. The boat seemed OK just left to her own devices so it was agreed that we should have a two man watch while we drifted and wait for the storm to pass. I was exhausted by this time, desperately needed to sleep even though I knew sleep was impossible at this time, but I had to rest at least. I told them to awaken me if any ships came close by. One ship passed close by but was no problem, but while I rested below I heard Kevin and Andrew shouting desperately. Donning my oilies I went on deck to find them waving frantically at a passing

ship. I asked what was going on only to be told that Kevin had flashed an SOS to the ship who was now manoeuvering towards us. I went berserk at him and asked what on Earth did he do something like that for, he replied that he was so frightened he had to. I took over the helm and just didn't know what was going on any more, here we were near the busiest shipping lanes in the World, under now gale conditions and a bloody great ship bearing down on us. What could I do? I hastily wrote a message that our boat was undamaged but my crew were afraid could any boat in the area tow us in anywhere. We worked out the message in morse code and transmitted with the torch, however it was not received. By now we could make out the boat – a medium sized tramp ship Spanish registered and named 'ANNA PANDA'.

I had no choice now but to try and go alongside and get the boys and my wife and children off, even though I knew that this could be more dangerous than riding out the storm, as there were no problems with our ship. Our first attempt was near suicidal as we were on the lee side of the ship but as he manoeuvred down to us we drifted towards his stern and just as we were coming alongside the crew threw down ropes to us but for some reason the prop of the ship was started, sending masses of confused water all around us. We thought this was the end, we were to be sucked into a whirlpool of propellor blades and mowed to smithereens. The crew yelled to us to let go of the lines, as if we needed telling!! We sailed away and by this time I think even the boys realized it was not going to be that easy, and I was very tempted to sail off into the night. What stopped me I do not know, we stayed on the lee side of the 'ANNA PANDA' as they closed in for the second attempt. This time we came alongside amidships, ropes were thrown down and made fast fore and aft, now the mayhem began.

I was given the choice to return to my vessel or to abandon her and stay aboard the 'ANNA PANDA'.

Things were beyond my control now, a boarding ladder was dropped and two or three Spanish crewmen came aboard demanding to know where the children were, in their bunks sound asleep oblivious to what was going on! Within minutes the children were wrapped in their blankets and were taken on deck still sleeping. I tried to calm the crew down as even they were afraid and fearful of the situation. The 'ANNA PANDA' was rolling like hell, how on earth they managed to hand the children up to the crew on the ship I'll never know, this seemed like madness and passing up baby Gaia she was nearly dropped in the confusion. I was beneath her and helped support her, everyone was led off our boat what was I to do? Instinctively I grabbed my musical instruments, sextant, passports, money etc., and I too boarded the Spanish freighter. What followed was an awful experience. I tried to hold the Captain's Company responsible for damages to my ship, we ended up having a terrific argument as I told him it was not I who had sent the SOS. It was useless as far as he was concerned he was doing his duty. For three or four hours we sat there deciding what to do. I was given the choice to return to my vessel or to abandon her and stay aboard the 'ANNA PANDA'. My wife and children were below warm and safe and secure, wrapped in blankets. I thought about returning to my ship alone, however the weather forecast was that the weather was worsening and when I looked at her, from the deck of the 'ANNA PANDA' a bulwark was hanging off and each time the ship rolled 'Gaia' was pulled into her hull with a sickening thud. My boy cried and told me to stay with him, everyone told me it would be sheer madness to return.

the lines to 'Gaia' were cast off and she drifted silently out into the tempest . . .

The captain realized the boat was our home and offered somewhat reluctantly to try towing the boat to Bilbao, his destination, but frankly he did not think she would stand the voyage being towed at 15-18 knots, but it was a chance worth taking. However it was not to be, as I went to the boat and started to make fast lines in preparation for a tow, the Captain announced that there was no time and that I was to board his ship immediately. What could I do I had delayed him by at least 4-5 hours, god knows how much it had cost them already. I boarded the Spanish freighter and the lines to 'Gaia' were cast off and she drifted silently out into the tempest, her reefed staysail flapping, a bulwark hanging off, a sculling oar hanging over the side and a hurricane lamp, alight and still hanging from the rigging. I stood there and cried and cried, still unable to believe all that had happened these past few hours. I was led inside by the comforting and sympathetic hands of a crew member. I felt as though I had let the boat down irrevocably. She had pulled us through gales, was virtually undamaged but just through sheer stupidity we had lost her, cast out home, our savings, three years work, out into the night. Everyone aboard the ship rallied round and brought us dry clothing, food, drink, anything we wanted. My family were safe, Andrew and Kevin were safe yet I felt bitter and angry with them and blamed them for the loss of a perfectly good boat. I realize now that this was wrong, and if there is any blame it surely lies with the skipper for inappropriate action.

So there we recovered, sheltered from the storm aboard what amounted to be a cruise liner, wined and dined and everything at our disposal. I apologised to the Captain for my earlier comments and soon it was all forgotten. He realized our new predicament and assured me that the catamaran stood a good chance of being found as there were many French shipping boats in the area and Ushant control would let it be known to all shipping in the area to keep an eye out for her. I was not too optimistic.

After two days we arrived in Bilbao, a large busy industrial city in N Spain. We were met by the British Consul, doctors, Press reporters and photographers. What was to follow was headline stories in three leading Spanish newspapers about our dramatic rescue and a reporter from the Daily Telegraph who seemed to favour stories put up by the boys and which were printed in the 'Telegraph' as a crews' 'mutiny' saves family from the storm. The article was a gross misrepresentation of what actually happened. It went on to print only the version of Kevin and Andrew who stated 'I did not think we would have stayed afloat another hour, it was suicide being out there with no navigation lights and no control'. Of course, we had control, the truth of the matter was that they had lost *personal* control and I would not say it was suicide being out there with no nav lights, this could have happened to any vessel knowing electrics and the sea! As for this statement about lasting another hour, the boat was found one week later by the French fishing boat 'La Neduleuse' and towed to the French port of Camaret. She not only survived the storm, left to her own devices but was coming back to us as she was drifting down Biscay towards Spain.

Chrissie and I were in Bilbao. We had a tremendous amount of generosity and sympathy from the people. We are musicians and as we had hardly any money we took to playing on the streets and were rewarded generously. However, nothing could replace the feeling of loss towards our boat. So when we received the call from the British Consul telling us that the boat had been found, we could hardly believe it.

Within a matter of days I was on a train heading up to N.W. France. My wife and children stayed with a family that we had got to know. I arrived in Camaret and found 'Gaia' alongside a pontoon obviously a little worse for wear but afloat. I could hardly believe it. The Customs and a Monsieur Bakon were kind and helpful in so many ways I could not thank them enough. The skipper of the 'La Nebuleuse' was expecting some kind of salvage money, however when he realized I was not insured and had little money it was agreed to pay the crew a small amount for the recovery, £180 in all, very little compared to what others have had to pay for salvage. As it was, the weather was beautiful, warm sunny days and the peace and quiet of Camaret. The boat was a mess and unfortunately I had all my sails stolen including a brand new mainsail, some ropes and tools etc., but no one knew anything about this.

Drying everything out, what a mess, a painful reminder of all that had happened. Structural damage amounted to port bulwark damaged, some damage to the cabins and hairline cracks appearing on the outside of the hulls between the slatted decking. I am sure this was caused by waves slamming between the hulls, the cracks seem to be where the ply planking joins horizontally along the length of the boat and butts up against a stringer. Also some of the galley fixings have broken on the glue line.

Considering what the boat has been through she has come back in a remarkable state and I'm sure a few weeks work and she will be as good as when she left. This is one of the things I have discovered with Wharrams that they are easy to repair generally when damages do occur.*

We have left the boat in Camaret for the winter and shall return to her in the Spring. The experience has left us both a little shaken but we still feel we need to give her and us a second chance. The boat was intended for us to live and to travel on and so next year we shall try again. Although the experience was uncomfortable at times Chrissie and I both had absolute confidence in our vessel and not once felt any danger of capsize or design failure, indeed I often questioned the ability of the boat myself during the three years I spent on getting her afloat but she stood up perfectly to the conditions we encountered. Yes, it was uncomfortable and tiring but never were we afraid (until we got close to the 'ANNA PANDA'). Wharrams are good sea boats there is no doubt in our minds.

**The chap who built her (Ron Landricombe) only intended to use her in local waters!*

Now for some practical information on long distance cruising. Here are some extracts from a talk that Tim and Heather Whelan gave after their NARAI Mk.IV 'IKA ROA' cruise to New Zealand. Pay particular attention to their remarks on buying good anchors as ***real*** *insurance.*

For the would-be ocean sailor who thinks, after reading the yacht magazines, that he needs electronic equipment for 'finding' his way, costing the equivalent of one year's supply of food, note that the Whelans preferred the simple, more reliable and much cheaper celestial navigation.

THE VOYAGE OF 'IKA ROA' FROM U.K.

by Tim & Heather Whelan

We spent 18 months cruising on our way to N.Z. and would have loved to have spent longer over it, but we didn't have the funds. We feel that *cruising* multihulls, and particularly Wharrams, are ideal boats for long distance cruising, as they are safe, seaworthy, offer good accommodation and enough space to carry adequate stores, tackle and tools for every eventuality – because when you are cruising, you should be self reliant.

We feel it is very important to carry sufficient chain to anchor or all chain when the need arises, i.e. in coral or in deep crowded anchorages. Remember multihulls are generally lighter than monos and will behave differently at anchor so that if you have anchored on warp (rode, line, whatever) and the monos are on chain, you're in for a lot of fun. If the anchorage is deep (10 fathoms) and crowded, you'll need so much scope of warp that you could surround the whole fleet!

It is also important to carry more than one anchor. In an emergency you might have to leave an anchor behind, or you may need more than one at a time. Also different anchors perform differently on various types of bottom. We carry a 56lb. Fisherman, 2 C.Q.R.'s (25lb. and 35lb.), a 22lb. Danforth, and a 35lb. Bruce, and feel that the best all purpose anchor is the 35lb. C.Q.R. (plow, plough).

Most cruising yachtsmen cannot afford to insure their boats, so good anchoring tackle is a must. We feel also it's best not to tie up too much money in luxuries for your boat, unless you can afford insurance. Better that your boat is seaworthy and strong. We have a 4" keel and a rubbing strip under 'Ika Roa's' hulls and were very glad of this when leaving Palmerston atoll where we have motored over a coral head at 5 knots (crunch!).

If accidents (i.e. holes) do occur, it is easy to repair the damage to a simply constructed boat. Ply- wood is available everywhere. The less complicated bits you have to go wrong, the better.

For example, Sat Nav's. These are good navigational *aid* but notorious for breaking down at inconvenient times. Persistent Sat Nav users get lazy; Celestial Navigation takes practice or you start making mistakes.

Similarly radios are unnecessary (especially the ham unless repetitive gossip is your hobby). If you feel that carrying a radio will keep you safe, i.e. if you have a psychological *need* to take a radio, then you probably shouldn't be going offshore cruising.

We didn't even carry an echo sounder – a lead line works well for shallow draft multihulls. Similarly we used a home-made self steering gear which saved thousands of dollars.

This doesn't mean we had no equipment; far from it, we carried far too much! But it was all equipment to keep us self sufficient and prevent the necessity of running up repair bills or buying spare parts at expensive prices.

We consider the following essential on a good cruising boat. Large well equipped galley, good dry bunks, plenty of ventilation, large amount of deck space, level sailing with a gentle motion, and a huge awning or deck tent. These items apply as much on a cruising holiday in coastal waters as crossing oceans. It's supposed to be fun, not a macho endurance test!

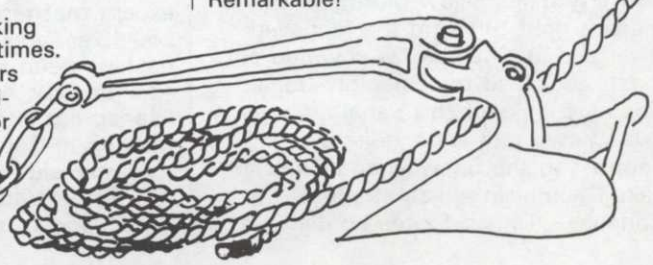
A well found galley means people are going to enjoy cooking, even underway, and you aren't going to be wanting to eat ashore at expensive restaurants. I bottled fish, made bread, cakes and pancakes at sea without a second thought.

A large amount of deck space with a safe area between the cabins makes sail changing easy, and the level platform together with the pleasant motion means that any foredeck work such as setting the spinnaker or poling out the genoa can also be done far more safely than on a monohull (or some multi's).

The fact that Wharram's are double ended is excellent. Having sat watching some enormous waves lap onto the deck, we've been very grateful for all 4 bows! Surfing is sometimes a problem and with large transoms we're sure it could get out of hand quite easily.

On another occasion we crossed a tidal rip in the West Indies and were *very* glad of those long, overhanging bows; a less extreme bow could have proved disastrous. We also like the looks of a Wharram's long slender bows and sterns.

In fact, we chose to build 'Ika Roa' because of her looks and because of James Wharram's claims for his boats. We are pleased to say we are 95% happy with our choice. Remarkable!



Coastal Cruising

The Huebsches are well known to 'Sailorman' and 'Sea People/ Sailorman' readers. They published in America the 'Polycat' magazine for American and Canadian builders, and at one time, it seemed possible that they would take over the editor-ship of the 'Sailorman', but once 'The Boat' is built, there is only the sea path.

This account of a one year coastal cruise might seem idyllic, but the route they took is famous in American sailing history for its sudden storms and coastal navigation problems. Their seeming idyll was like Tim and Heather Whelan's voyage from England to New Zealand the result of very careful planning, and then, when the voyage began, a mental adaptation to the natural rhythm of the sea.

The Huebsch's NARAI MkII 'Oborea'

Down the Intercoastal Waterways

by Roly Huebsch

We left Toronto in early August 1985 with light winds and spent our first night at Frenchman's Bay anchored beside Harry Ellis's RAKA ''Lanao''. Coming out of the narrow channel into the bay next morning with an onshore wind kicking up a steep chop we put our forward netting beam under a couple of times. The only time we were to do this on the whole trip; so much for Lake Ontario.

In the lovely 1,000 Islands near Kingston we took part in the annual Polycat Sail-In spending the weekend in company with another NARAI, two TANGAROA's, a TANE and a HINA. At the Sail-In we shanghaied a crew to help us down the locks of the St Lawrence Seaway to Montreal. These locks are able to accommodate ships up to 730 feet long and there are seven of them. We felt pretty small going through.

Thirty miles below Montreal we made a right turn into the Richelieu River and at Chambly we lowered our masts to transit the Chambly Canal. The nine locks of this canal are only twenty-two feet wide, quite a contrast to the Seaway, and climb to Lake Champlain which straddles the Canada – United States border.

From the south end of Lake Champlain we descended through twelve locks of the New York State Barge Canal system to the Hudson River where we celebrated (with champagne!) our arrival for the first time in tidal water and re-stepped our masts. Three days later we celebrated our first time in salt water at New Yort City (it's not hard to find excuses to celebrate) as we sailed past Statue of Liberty completely hidden under a jungle of scaffolding as she was undergoing a major refit.

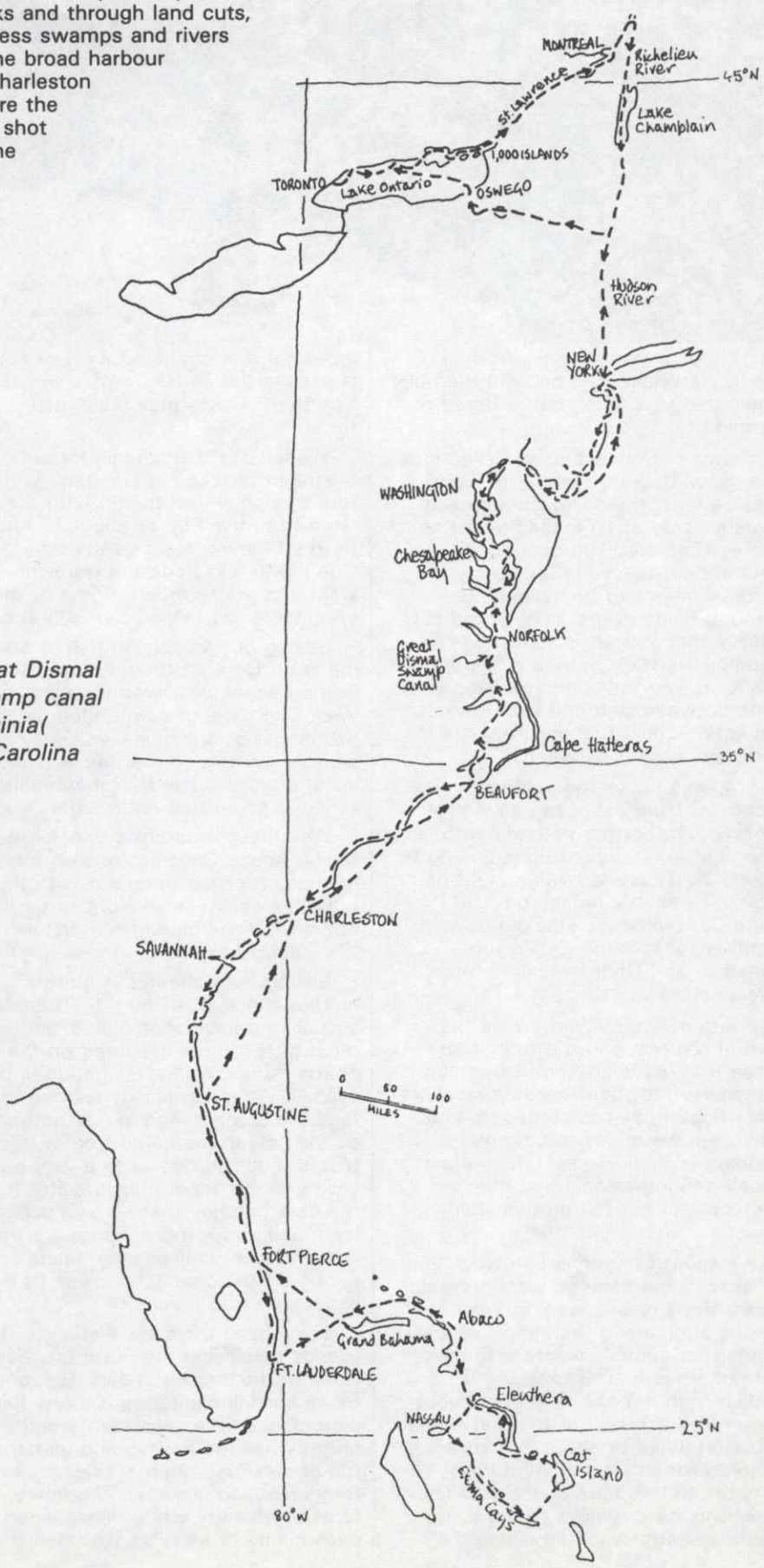
Past Sandy Hook we entered the Atlantic ocean for the first time and headed down the New Jersey coast under light winds and a very hot sun. At Manasquan we entered, for a while, the shallow waterways that wind through the marshes behind the barrier dunes. One night we anchored in these marshes all alone except for the birds – gulls, herons, oyster catchers, sandpipers – we could have been 100 miles from civilization except that ten miles to the south we could see, above the marsh grass, the flashing neon signs of the casinos at Atlantic City. At Atlantic City we headed out into the ocean again for the hop to Cape May, broken by a nine mile side trip up the Tuckahoe river to visit our friends Tom and Carol Jones.

Delaware Bay has a reputation for strong tides and choppy seas with few places to shelter, but we sailed up it in light winds and a heat wave with an overnight stop at Fortescue where we tied alongside Steve and Sherry Veale's TANGAROA ''Rhiannon''. Then on to the C&D Canal and Chesapeake Bay. This bay is a lifetime's cruising ground by itself. It is 170 miles long with nearly 40 rivers emptying into it and literally thousands of creeks and coves accessible to small boats. We spent six weeks exploring the Bay from the great yachting centres of the north and west – Georgetown, St Michaels, Annapolis (we were there for the U.S. Sailboat Show) to the tiny isolated fishing villages of the south and east – Wingate, Chance, Harborton and Crisfield, shellfish capital of Maryland. We visited Smith and Tangier Islands where the native speech is close to that of 17th century British sailors and where wooden fishing boats are still built by eye without plans. We gorged ourselves on blue crabs and oysters and took refuge in a tiny creek as hurricane Gloria roared up the east coast – the eye passing 80 miles to the east of us.

We left Chesapeake Bay by way of the Elizabeth River through the great naval base of Norfolk, Virginia, sailing past docked aircraft carriers and nuclear submarines, frigates and destroyers, tug boats and landing craft and, on 1st November, entered the Great Dismal Swamp Canal. This historic waterway is little used today as there is a deeper wider alternate route through Chesapeake-Albemarle canal. It is often closed because of lack of water and there are threats to close it permanently which would be a great pity because of its historical associations. The canal it twenty miles long and straight as an arrow except for a slight bend right at the middle. The route was surveyed by George Washington and the original shallow canal was dug by slave labour and opened to navigation in1805. Today it is six feet deep but the trees and undergrowth are encroaching from each side so it is neccessary to keep an eye aloft to avoid catching leaves in the rigging. We motored through this tunnel of trees in a steady misty rain and almost complete calm as a gusty wind whipped the tree-tops far above us. At the south end of the canal we entered the Pasquotank River, our first experience of a cypress swamp. The great Bald Cypress trees grow right into the water so that the margins of the river are defined by the edges of the forest rather than by any discernable banks.

Continuing south the Intracoastal Waterway crosses the sounds of North Carolina, wide shallow almost tideless bodies of water with low marshy banks where the wind can whip up a nasty chop very quickly. We sailed through in a few brisk cool days with sparkling clear skies and rejoined the coast at Beaufort. This is the first safe inlet south of cape Hatteras and is a favourite jumping off point for yachts heading for the Virgin Islands and points south. There were a dozen yachts in harbour waiting for a suitable slant of weather to head out including Al Sunderland's ORO ''Banana Split''. Beaufort was like the start of a new chapter for us, the weather got warm again and the shorts came back out of storage. We saw our first palmettos, pelicans and dolphins. We felt we were finally getting south.

Past Beaufort the waterway follows the coast fairly closely behind barrier banks and through land cuts, cypress swamps and rivers to the broad harbour of Charleston where the first shot of the American Civil War was fired against Fort Sumpter. Charleston is a beautiful city of elegant southern mansions, magnolias and great shady live-oak trees hung with spanish moss. This is really ''The South'' of films and novels. We on 'Oborea' remember it as the place where hurricane Kate, the latest hurricane to hit the U.S. mainland in over twenty



Great Dismal swamp canal Virginia(N. Carolina

Bridge at Knapp's Narrows, Maryland – Typical of the more than 100 bridges that had to open for us on the trip south.

years took a swipe at us. We had green water over the ports in the hulls while tied to a dock, but suffered no damage.

South of Charleston we sailed into the ''Low Country'' of South Carolina and Georgia, threading through salt marshes that often extend as far as the eye can see. The occasional shrimp boat following a distant channel seems to be navigating through fields of grass. It is hard to believe that you are still in the populous eastern seaboard of the U.S.A. as you travel this transitional zone between land and sea. Human habitations (and fuel supplies) are very few and far between.

We were hit by the coldest weather of the entire trip as we crossed into northern Florida with overnight low temperatures dipping to +2°C. At Titusville, within sight of the space shuttle launch pads at Cape Canaveral, we stocked up with supplies for four months in the Bahamas and Oborea sank another three inches into the water.

South of Cape Canaveral is the land of the rich and the tourist and those that serve and profit by them. Our fourty foot boat became small as great floating places surged up and down the waterway leaving us bobbing in their wakes. Life is afast paced and impersonal and it is everyone for himself on this Gold Coast.

We spent Christmas and New Year in West Palm Beach as we were held up for three weeks waiting for a part for the engine and then another week waiting for suitable weather to cross the gulf stream. This crossing is trickier than it looks. It is only about sixty miles across, but the gulf stream sets northward at about 2½ knots which means that any wind with north in it kicks up a nasty sea. The prevailing wind is from the east (right on the nose for yachts making the crossing) and any wind west of south is usually the precursor of a winter ''norther'' which may reach gale force.

We left Fort Lauderdale for an overnight passage in company with four monohull yachts and with the wind from the SSE at about 15 knots. By the time we reached the other side it was blowing hard from the west and pretty rough. Some of the crew were not feeling too well at all.

Seeing our first flying fish at dawn made up for a lot though, and tied up in the crystal clear warm waters of West End harbour surrounded by palms and casuarinas even Ginny became convinced that life was worth living after all. (The four monohulls sailed in some two hours after us.)

We crossed the Little Bahama Bank to the Abaco Cays out of sight of land much of the time, but with the bottom clearly visible eight to ten feet down. And the blue of the water . . . It's indescribable . . .

Sailing the Bahamas is quite a culture shock after the U.S. There are virtually no navigational aids, and most of the lights indicated on the charts do not work. Navigation is by eyeball. We quite quickly learned to read the depth over a sandy bottom as the colour graduated from a royal blue through turquoise to a very pale yellow at our three foot draught. It is the dark patches that take longer to learn and cause more worry; are they weed? Some unpleasantly sharp coral? Or just cloud shadows? Only experience can teach.

The Abaco Cays are a string of tiny islands paralleling the north and east sides of the large island of Abaco. Most are uninhabited, but a few have picturesque little settlements with brightly painted houses and gardens full of oleander, bourganvillea, frangipani and hibiscus. The inhabitants are mostly white Pahamians, decendants of loyalists who fled the U.S.A. during the war of independence. The supply base for the area is the dusty straggling town of Marsh Harbour and if you anchor here long enough you will meet almost any yacht cruising the Bahamas.

At Man O'War Cay we caught up with David and Neila who had left Toronto a year ahead of us in their NARAI ''Windchime''; we were to sail in company for much of the next month. At Little Harbour we both beached out boats on the crescent of sand beach to scrub and paint the bottoms – in the Bahamas the spring tides have a range of just over three feet.

We sailed south from Little Harbour to Spanish Wells in north Eleuthera – 50 miles across the North East Providence Channel. At one point the chart indicates a depth of 2288 fathoms, but we were soon back in our more usual eight to ten feet.

Spanish Wells is a bustling little town of farmers and fishermen, a complete contrast to our next stop – Dunmore Town on Harbour Island – at the other end of an intricate 11 mile reef passage around the northern tip of Eleuthera. This sleepy resort was once the colonial capital of the Bahamas and is one of our favourite towns in the islands; recommended for anyone looking for a relaxed holiday without the hustle and night-life of Nassau. From the harbour it is a short walk across the island, past the old governor's mansion at the highest point, to the perfect pink sand beach on the ocean side.

Nassau does not have a particularly good reputation with yachtsmen, but we had to go there to pick up mail and money, and besides we wanted to see the capital of the Bahamas. The harbour has poor holding and strong tides. The prevailing winds blow right through it and there is very heavy marine traffic from the great cruise liners that dock here, two or three a day, to inter-island freighters, fishing boats and other yachts. As well large flying-boats take off from the middle of the harbour every hour for Miami. It is also the only place in the Bahamas where it is neccessary to lock the boat. We spent a few days in Nassau visiting the tourist sites – the Straw Market, the Parliament Buildings, the casinos and the resort beaches – and then left ''Windchime'' waiting for guests to arrive by air and headed off across the Yellow Bank thirty miles to the Exuma Cays.

Imagine a necklace of tiny islands strung athwart the trade winds for ninety miles in turquoise seas and you have the Exumas. On the windward side of the chain the sea is deep close in but rough – on the leeward side sand banks extend out four or five miles but with our Polycat draught we were able to thread the banks close in. Most of the Cays are uninhabited and although this is a famous cruising ground we saw far fewer yachts than in the Abacos; we had many beaches and anchorages to ourselves. Settlements are few and far between and supplies, when available, are very expensive. At Staniel Cay fresh water is 30¢ a gallon – good incentive to catch your own!

We spent a windy month hopping south and east through the cays, spearing lobster, catching conch and trolling for mackerel, to George Town, principal town of the Exumas and last supply base for yachts heading farther east to the Turks & Caicos and the Dominican Republic. The large harbour was dredged by the Americans during World War II and is the site of the annual Out Islands Regatta where work-boats from all over the Bahamas sail against each other.

We waited a week at George Town for the wind to shift out of the south-east long enough to press on to Long Island and Conception Island but it didn't, so on April 8th 1986 with time running short at 23½° south on the Tropic of Cancer we started to head back north, forty miles to Cat Island. Mainly agricultural, this island boasts the highest point in the Bahamas – 206 feet above sea level!

Between Cat Island and Eleuthera lies uninhabited LIttle San Salvador. This was once the "uninhabited desert island" where cruise ships dropped their passengers for a day, but they no longer do this and the island with its two mile long perfect crescent of white sand beach became our own personal tropical paradise.

In south west Eleuthera we stopped at the abandoned Powell Point Marina. This was one of the sad things about the Bahamas – we saw so many businesses, from resorts to cattle ranches, that had gone out of business since independance in 1973. New laws require that all businesses be managed by Bahamians, and there are simply not enough natives with the experience (or, I suspect, the inclination) to keep these places going. They flounder along for a while and then go belly-up. It is a sad waste as they could provide needed employment.

We coasted up Eleuthera, stopping at Governor's Harbour and Hatchet Bay, back to Spanish Wells from whence we retraced our path back through the Abacos to West End, Grand Bahama.

Our return across the gulf stream was a complete contrast to our trip out, we took a slant to the north west to take advantage of the current and with an east wind of less than five knots we motor-sailed much of the 80 miles to Fort Pierce.

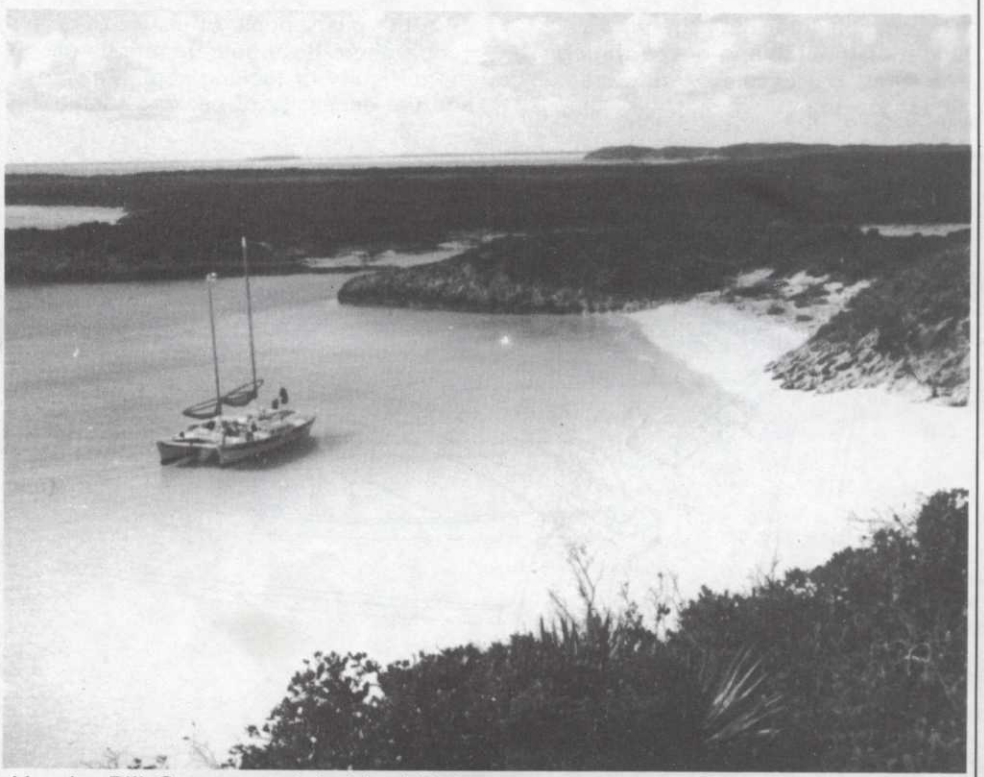
The weather in the late spring being much more predictable than in the late autumn of our trip south, we took a number of offshore hops up the coast to save time. Typical of these was the **200** mile run from St Augustine, Florida, to Charleston that cut off a long curving bight of coastline. In light airs and calms, but with the gulf stream behind us it took two and a half days. The trip south over the same leg but following the meanderings of the waterway had taken eleven days.

"Oborea" steers herself reasonably well under various sheet-to-tiller lashups, but adjustment is tricky and certain courses just seem to be impossible, particularly in light winds. Some sort of Auto-Pilot would be a welcome luxury for future voyages. John Bellenger had an Auto Helm fail on his trip across the atlantic in his ORO "Pyxis" and spent several letters to me condemning the unit. He has since installed an Autohelm 3000 and sailed from Barbados to Australia with it and spent an equal amount of space in praise of this unit. Another purchase I would make is a new sextant; our Ebco, although sufficiently accurate has poor plastic optics that make star sights extremely difficult. Navigation offshore was completely by dead reckoning and celestial observations as our RDF had packed it in by this time. We did not have much success with electronics aboard; our electronic knot/log lasted a couple of months and was replaced with a mechanical Walker log that worked perfectly. The electronic sounder became erratic mid way through the trip and by the time we got home was completely useless, and as I have said the RDF failed. The only thing that worked perfectly throughout was our cheap VHF transceiver.

On our last night in the Atlantic "Oborea" suffered her only damage of the trip. Self steering at dusk between Cape May and New York City, a large wave from astern overpowered the self-steering lashup and she gybed heavily, parting the preventer and breaking the main boom. We dropped the main for the rest of the night and at dawn re-hoisted it loose footed. It set remarkably well but we had to re-sheet it every time we came about.

The Statue of Liberty was glittering in the sun after her refit as we slipped through New York harbour a few days before her re-dedication on July 4th. We had to race to clear the harbour before the arrival of the great crush of boats that were to attend this event.

From the Hudson River to Toronto we took a shorter route than on the way out, negotiating the thirty-odd locks of the Erie Canal to Oswego on the south shore of Lake Ontario. The lake lived up to its usual reputation – in July it was bitterly cold and we had to get out our woolies that had been stored for the past seven months and we had headwinds for most of the 140 miles from Oswego to Toronto. We arrived home July 11th with 5,300 miles under our keel.



Hawks Bill Cay, an uninhabited Bahama

It has been an unforgettable year. Our lives had changed gear, dropping into synchronization with nature – the rhythms of the sun and the stars, the moon and the tides. Priorities changed as our lives were governed by these natural rhythms and by the weather, and always circumscribed by the sea. Now – back in the work-a-day world of the city – this sensitivity has completely disappeared but hopefully after a year at the grindstone it will be re-awakened on another voyage.

One lesson we learned was not to plan too far ahead; if we liked where we were then we must stay for a while, we wern't in a rush. We had planned to go a lot farther than the Bahamas in our year, but we would have missed a lot of the enjoyment of the grip if we had been constantly pushing on.

Throughout ''Oborea'' looked after her crew like the lady she is, and I am sure that she, like me, cannot wait to get back to salt water.

''It's a tough life out there'' – Roly at the wheel

OBOREA'S WHEEL STEERING

The wheel is about 32″ dia. laminated hardwood.

The shaft is 7/8th steel six feet long running in two ball bearings.

The rope-drum is 5″ diameter built up from plywood discs.

The aft hatch of the starboard hull is offset to clear the steering shaft.

The cockpit is in the starboard hull between the 3rd and 4th beams and provides good shelter for the helmsman behind the cabin top.

The cockpit floor runs the whole width of the hull and drains through the sides. Batteries etc. are stored under the seats.

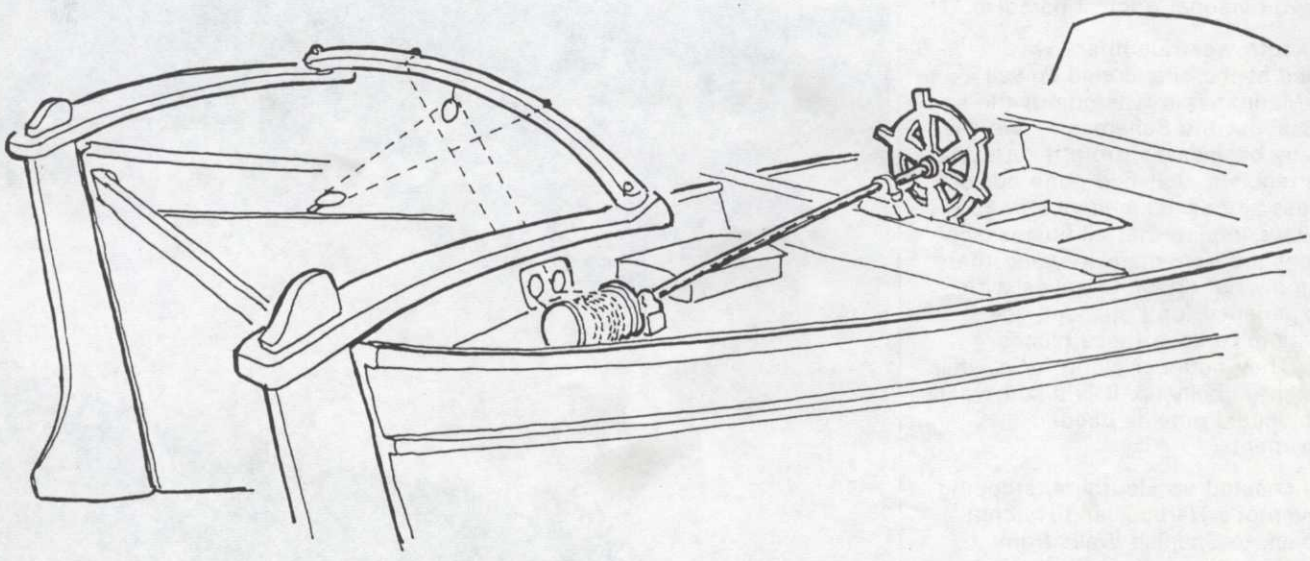
The reason for the curved tiller cross-bar and the center guide block on the tiller line is to clear the dinghy when it is hauled up the stern-ramp (not shown).

The whole steering system was designed to minimise friction and has succeeded so well that OBOREA may easily be steered by the tillers without disconnecting the wheel.

Tillers are offset about 15° on the rudder heads to give an Ackerman effect and skegs and rudders are faired smoothly into the hulls with foam and fibreglass.

In the past couple of issues of Sea People there have been mentions of the difficulty of tacking some Polycats and the necessity of backing the jib to push the bows around. On our old Hina HUAHEINE it was necessary to back the jib, but OBOREA just sails around when the helm is put down – no backing of sails required. Whether this is because of the faired rudders, the Ackerman linkage or, as has been suggested by a friend, the drive of the rig I don't know. Coming abut could be described as 'majestic' (a euphemism for slow) but always positive.

I have also noticed in recent Sea People questions on boatbuilding (such as the width of butt-blocks) that were covered many years ago in the Sailorman. Perhaps it is time to dust off and update some of these old pieces for a new generation of Polycat builders.



Finally, this laconic report of a tough PAHI 31 trip along the Australian coast by Mark Parrat.

Pahi Pub~crawl

ADELAIDE – SYDNEY

by Mark Parrat

I finally launched 'WHETIKURA' or 'EVENING STAR' our PAHI 31 in January of this year (1985) in a little backwater in Port Adelaide, South Australia.

Before I go any further I should mention a good friend of mine, Robert Ayliffe, who also built and launched a PAHI 31 'PAPER MOON' almost exactly a year before. (Sea People No.5 p.24) Unlike mine, Robert's was a complete W.E.S.T. boat. We had an exhilarating sail earlier from Wangaroa Is. to Port Adelaide, a distance of 80 or so miles in less than 10 hours with speeds up to 15 knots with a 20-25 knot S-SW – a beam reach. Robert was immensely supportive and helpful with my boatbuilding and launching.

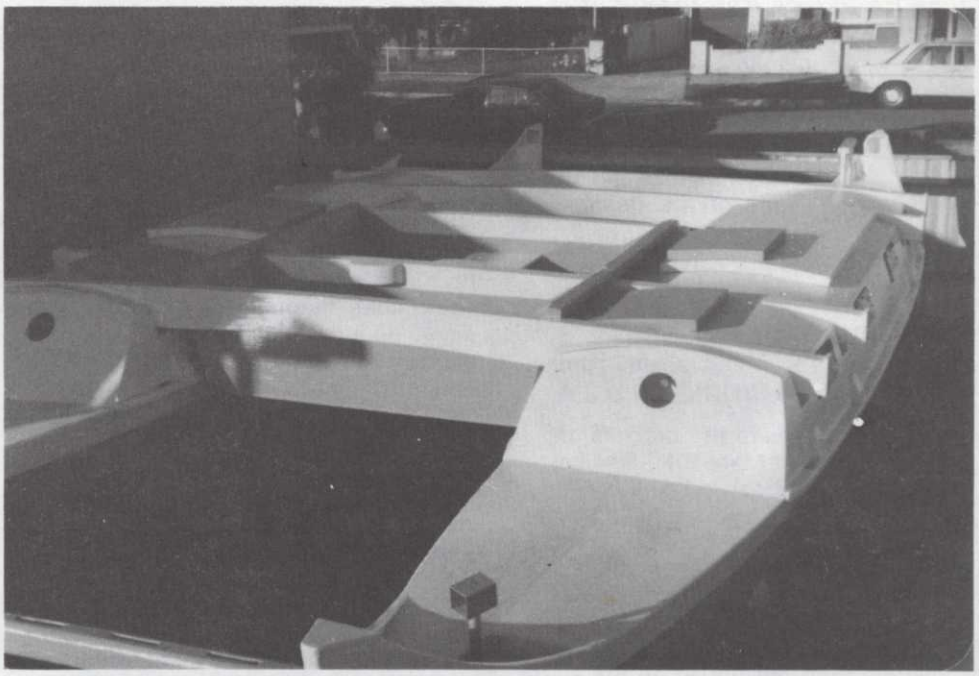
After a couple of trips on 'WHETIKURA' around the Gulf Waters with friends and helpers I left Adelaide rather unprepared for Sydney in March as we wanted to pass through the Bass Straits before winter. The journey lasted about 2½ months with 14 days sailing time.

Because of our aversion to strong winds forward of the beam and anything stronger than that, from forward, behind, above or below, we consequently supported a few bars in pubs of friendly Aussie towns with friendly Aussie folk – most are like that after a few ales. Myself and sturdy crew of three, later two – one left after seven wet days in cold Victorian ports. We all had some sailing experience of varying degrees and vintages, so together we sometimes confusedly sailed South, East and North at roughly the right times and the right places, happily not bumping into any land at inopportune moments.

There were times when the adrenaline systems in our collective bodies received a burst or two, 20-25 knot Northerlies on the beam across Southern Victoria, with the wind setting up a short steep sea with 6-10 foot waves. For some hours we crashed through, almost burying the bows and with great lashings of spray until finally we had the good sense to put a reef in the main and change the genoa for a yankee, but it was good to press 'WHETIKURA' a little – 8-10 knots – but the going became a bit rough and wet and was a lot more comfortable and not much slower with a sail change, although that experience and some later, make me feel the necessity of a spray dodger and weather cloth protection around the cockpit (any ideas and suggestions grateful for). We had a slow, uneventful sail across the Bass Straits, met some dolphins on a moonlit spree off Ninety-mile beach, many phosphorescent antics, got a little lost that night.

Later we had an exciting sail from Eden to Sydney with a brisk but a bit flukey SW which gave some great surfing runs but necessitated a couple of cold 3 and 4 am sail changes, and lo and behold Sydney at 8 o'clock Saturday morning, busy with the weekend recreational fleet and racers, bursts of bright spinnakers and rushes of 5-10 racing yachts swishing by, intensively active crews swarming over decks, jet-engined hydrofoils to Manly like big skimmers on the water (skimmers – beetles that skim over puddles). Rather than continue up to the Harbour Bridge we took a starboard tack up to Middle Harbour and Castlecrag where I am at present still moored.''

This trip to me reads like a glorified pub crawl. Bob Evans, a former PCA Chairman, once said, that he built his NARAI to sail comfortably to every pub of character on the South coast of Britain. Our map of 'WHETIKURA's' trip seems to show an equal dream. I like the phrase ''so together we sometimes confusedly sailed South, East and North''. I bet they did – Ed.



Mark Parrat's PAHI 31 'WHETIKURA'

IMAGINE CHARTERS

FOSS QUAY, MILLBROOK, TORPOINT
CORNWALL PI10 1EN

TIKI 21'
TIKI 26'
ORO 46'

SKIPPERED AND SELF SAIL CHARTER

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What's New!?

So far in this issue we had Eddie Evan's shattering storm story and the Huebsch's year long sailaway, the following article is about a NARAI that is described by the author, as a 'family friend'.

One of the problems of the Wharram catamarans are radical design and construction changes made by owners. Joe and Jeannie Miller have obviously made changes in their NARAI Mk.II, but they have done it in the 'right way', step by step in the light of years of their sailing ownership.

I do not mind changes in the design that make the owner happy. What I fear and get angry with are changes of the design which make the boat ugly or dangerous, for such boats are a threat to all of us.

Joe & Jeannie Miller about their NARAI Mk.II 'MADRIGAL' U.S.A.

Jeannie and I are the builders of 'Madrigal', a 40' Mark II NARAI with extended central cabins. She was launched in 1975 and we lived aboard and cruised the East Coast of the U.S. and the Bahamas on her for three years. After that she was day sailed regularly until about three years ago when she was benignly abandoned while we built our house on the shore of a small cove off the Chesapeake Bay. Now she sits again in our back yard awaiting a refit 11 years after her launch. We thought you might be interested in how she has fared and we would like your advice on how she could be re-rigged with a single mast.

'Madrigal' was built pretty much according to your plan. an additional frame was added at the central station of each hull to make up for the greater span between frames 2 and 3 in the extended cabin version. Good materials were used. The hulls, decks and cabins were made from 3/8" marine (5 ply) plywood and clear fir lumber, fastened with silicon bronze ring nails and Chem Tech epoxy glue. She was sheathed on the outside with Chem Tech epoxy/Vectra system and painted with epoxy primer and Z Spar flat white paint. The inside was saturated with clear cuprinol and painted. That part of the boat has stood up very well, only requiring minor dry rot repair of one stem, one stern and one of the sliding hatches. A new coat of paint will have the basic boat as good as new.

The bulwarks were made of regular exterior ply, ''WESTed'', painted and capped with a varnished mahogany rail. They are sound but do not hold paint well and the varnish, of course, starts to go as soon as I clean the varnish brushes. I am fibre glassing the bulwarks and going to try ''Deks Olje'' on the rails.

The beams were made from solid fir surrounded by 3/8" marine ply having a finished size of 8" x 4". They have not done well as the ply corners have split as the wood beams expand and contract, letting in moisture leading to rot. The forward main beam was replaced with a 6" x 4" aluminium I beam about 6 years ago. The connecting brackets were made from the same section and set in the rubber tyre shock absorbers as in the original design. The galvanized steel mounting bolts were insulated from the aluminium by tight fitting P.V.C. water pipe which was heated then slid over each bolt. The new beam cost, then, about $120 and saved about 82 pounds. The aluminium beam has lasted well so far and we plan to replace the aft beam with a similar beam and the two mid beams with aluminium 6" x 3.25" structural channels as part of our refit.

A central cockpit was added between the 2nd and 3rd beams which incorporates seat/storage lockers around the perimeter, extends 17.5" below the top of the beams and has a solid central deck. The cockpit adds greatly to the livability of Madrigal by providing seating for 14 or so people, lots of extra,convenient storage and a central, reasonably dry area to sail the boat. Slamming has not been a problem, although, admittedly, we never rounded (or intend to round) Cape Horn. We also think that the addition of the cockpit helps strengthen the boat against shear between the hulls. We had central wheel steering for a while but didn't like it because it was slow and hard to steer with the foot while leaning against the cabin side eating lunch (or whatever). A central tiller with the post just behind the 3rd beam, connected to the rudders with cable will be part of our refit.

The slatted decking between the 1st and 2nd and 3rd and 4th beams made of cuprinoled and painted fir has been a source of continual maintenence fun. We plan to replace it with 5/4" x 4" pressure treated wood that is now sold in this area for house decks and stain it with regular deck stain.

One of 'Madrigal's most annoying habits has been to pick up the line of every crab pot she runs across in the gaps between her skegs and her rudders. This not only angers the local watermen but also cuts down on her performance measureably. As part of her refit, the lower rudder hinge with bolt will be replaced with a gudgeon extending aft from the skeg, flush with it's bottom and a pintel on the rudder. We also think that giving the skeg/rudder a better hydrodynamic shape and closing the gap as much as possible (as suggested in on of the early ''Sailorman'' journals) will be beneficial to her performance.

The engine we originally installed was a Tecumsa 16 ph air cooled gas engine with electronic ignition driving an extended Ocean outdrive, similar to that shown in our letter printed in the April '74 Sailorman. We used direct, rather than V belt drive, however. That system was inexpensive to install and operate and worked well enough to get us from Virginia to the Bahamas, but never pushed the boat more than 3 or 4 knots in a calm. The engine became difficult to start and the system was replaced with a 25hp Johnson outboard in Nassau in 1977. That engine has worked well to date and easily, though somewhat expensively, pushes 'Madrigal' at about 6 knots at 3/4 throttle. Parts and maintenance seem to be ubiquitous which was not so for many of our cruising friends with more esoteric auxilary power. The Johnson was eventually mounted on the aft, narrow end of a flat, triangular structure made from 2 x 4s and a piece of plywood. The wide fore end of the triangle is hinged to the back end of the central cockpit. When raised by the supporting block and tackle, the engine is at deck level, just behind the 4th beam. When lowered, the engine is protected from the waves coming from the bow by the triangular mount. It has never been stalled by swamping. The engine has been started by hand in the up position then quickly lowered but electric start and a small winch in the cockpit will be part of the refit.

Our main source of concern is with the sailing rig. 'Madrigal' was rigged as a sprit-sail ketch with galvanized wire rope set up with deadeyes. Our promise to oil the rigging every 6 months was only kept for the first few years and now the rigging is rusty and needs to be replaced. The fully battened mizzen set in lazy jacks works well and is essential (backed) to bring the boat around. We have never been particularly pleased with the sprit-sail, finding it inefficient to windward (in which direction we ALWAYS seem to be sailing) and

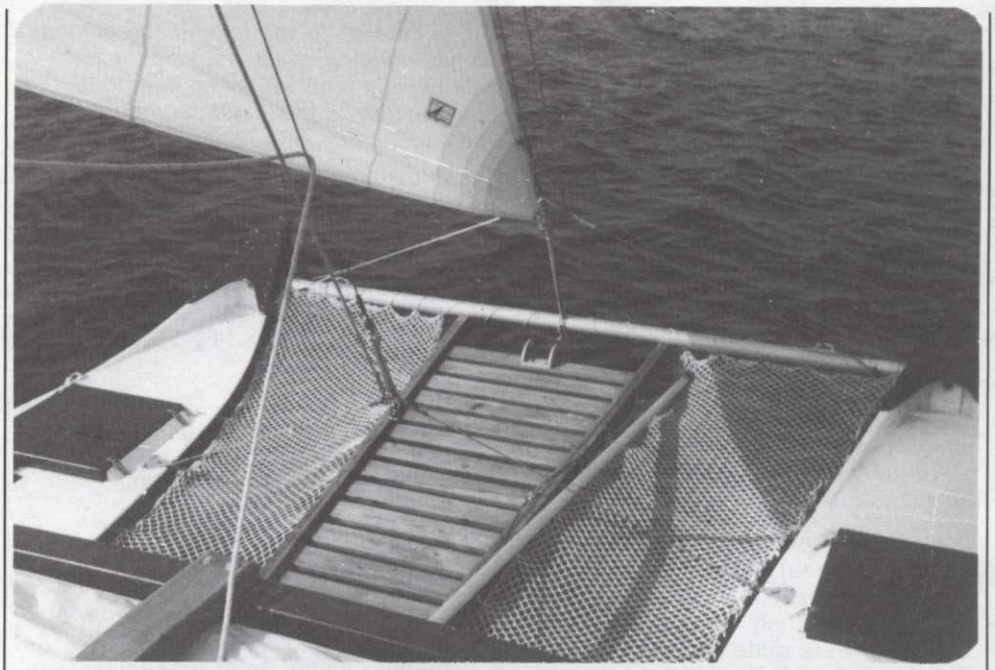
cumbersome to manage with the brails shown in the plans. The solid laminated fir spars also seem to be inconsistant with "keep it light" multihull philosophy.

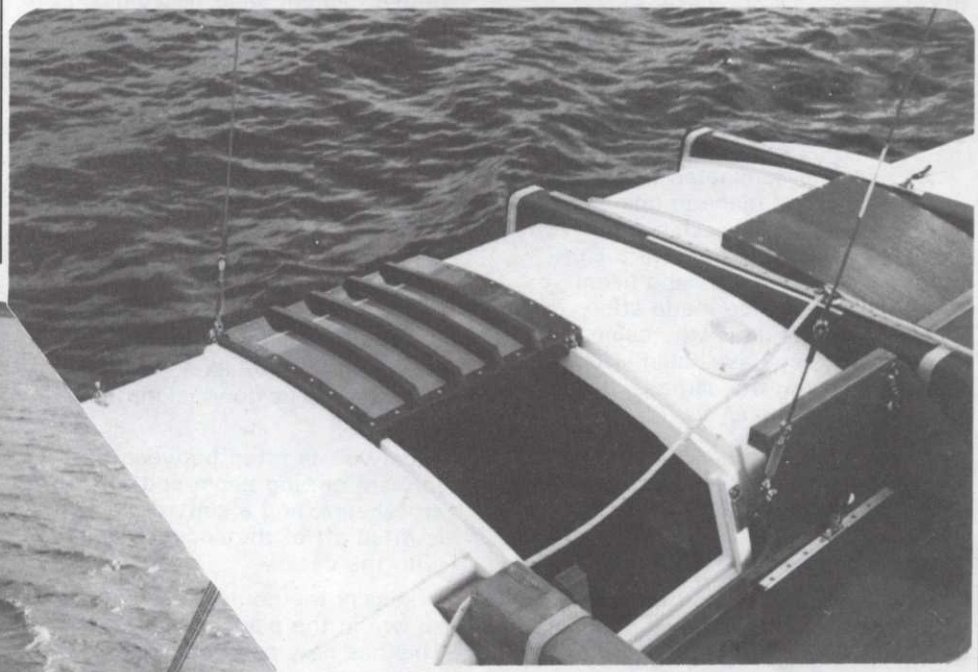
(Ruth Wharram and a few others love the Polynesian Sprit Rig. Many dislke it, for to make it sail 'just' right requires 'fiddling' with bits of string – Ed.)

We would like to re-rig with a more efficient sloop or cutter rig, with aluminium spars and stainless steel rigging. Jim Brown suggests a round aluminium pipe for the mast on his latest cat design. Have any been used on other NARAIS and how do they work?

(TEHINI has had aluminium pipe masts since 1975. One just rivets the track on the backside, and the fittings are just like the ones on regular oval aluminium masts – Ed.)

Although we have concentrated on some of the problems we have had with Madrigal, she is and remains a much loved and admired part of our family and, rejuvinated, will continue to provide us with several more years of fun and adventure.





These 3 photographs are of alterations made to the PAHI 31 design built by Helge Nedreboe (Norway) in 1980–82, after sailing the boat for serveral years in and around Norway. Article on page 16.

Here again is an example of how knowledge of the boat leads to modifications that improve the boat for the owners, but without spoiling its basic structure.

Photo 1:

"The netting beams are now 75mm x 4mm wall aluminium tubes. The new catwalk has proved very useful, both when working and lowering sails and for anchor handling."

Photo 2:

"The new companion hatch arrangement provides an easier and safer entrance to the main cabins. We do not miss the original lifting main hatches.

The cockpit is now bolted to the beams by means of 4 aluminium brackets.

The inner shroud has a rigging screw with a plastic hose and wing bolt, which permits easy removal when erecting the decktent."

Photo 3:

"New slatted platform and curved mainsheet track.

Servopilot is the result of self-steering experiments during 3 years. It is a very valuable aid and is frequently used even when sailing in narrow waters."

THOUGHTS ABOUT AREOI IMPROVEMENTS
by Helge Nedreboe, Norway

(photos on page 15)

Each time I receive a new issue of The Sea People/Sailorman, I feel I ought to contribute to your magazine. Articles about AREOIs have after all been very few so far.

Since we launched our AREOI SOTA in September '82, we have spent as much time sailing as the short Norwegian summers permit, and we think we know the boat well by now.

Back in '79 we received plans No. 15, and the boat was built exactly as shown in these. No big problems were experienced during the process, and the plans were quite understandable. But there are details which obviously can be improved (and some probably are by now).

In my opinion the following should be considered:

- A cabin roof laminated from 4mm ply shees and made in one operation, like the cabin sides, would save time and effort. Cut-outs for the hatches and beam-troughs should be made afterwards. Strips under the cabin roof and main hatches should also be laminated (on the same jig as the hatch coamings).
- Cover plates in bows and sterns should be laminated from three layers of 4mm ply.
- Making the daggerboard cases took more time and effort than we think they are worth. The volumes occupied can add valuable stowing room. Originally daggerboards were installed according to the plans, but without success. Weather helm was excessive, and windward performance was just as good without them. They have been replaced by Vortex generators, 30 x 90cm and semicircular at both ends, and the mast is stepped 5cm more forward. The boat is now very well balanced, and occasionally sails herself to windward without anyone steering or the rudders lashed.
- The cockpit floors should be curved or inclined for better self draining, and the lifting seats designed to be splash proof.
- Our boom is made from a standard aluminium profile with a groove, but used upside down. Furnished with a rope along its top, like the luff of a dingy mainsail, the decktent can slide onto the boom.
- A longer forestay attached to the netting beam instead of the bridle will permit an easier and safer sail handling.

According to the experience gained while cruising, we have made some alterations. The following is a brief description of the modifications done so far.

- Wheel steering. This is a simple, home-made system with rope from the wheel drum through blocks to the centre of the tiller bar.
- Netting beams. To save both weight and maintenance these have been replaced by 75 x 4mm aluminium tubes.
- Companion hatches. During our two first seasons we found that they were too far out from the cockpits and the main lifting hatches could be managed without. We wanted sideways entries to the main cabins, especially because of the children. The framings were cut off, and pre-laminated plywood sheets with a proper camber were nailed/glued on the cabin roof over the entire main lifting hatch opening. A new cutout fitting the existing companion hatch was made along the inner edge of the cabin roof just aft of the mast beam. The opening was extended down to the cabin side stringer, and corresponding cutouts were made in the cockpit side. To do this it was necessary to lower the cockpit approx. 45mm. The hatches now slide athwartships between laminated stiffeners on the cabin roof, while separate ply boards slide up/down along the cabin side.
- A catwalk is fitted between the forward netting beam and the 1st crossbeam, and a slatted platform is fitted aft of the cockpits flush with the decks.
- Originally the double mainsheet shown in the plans was installed. This has now been replaced by a sheet attached to a traveler running on a curved track over the boats entire width.
- Rigging screws have been installed instead of the original lashings except on the backstay and the inner forestay.

  This we found neccessary to get the rig properly tightened. The beam lashings are very tight, hull flexing is less than 5mm at the edge of the cabin roof at bulkhead 4.

  Nevertheless forestay sag is pronounced, and this I think is due to flexing of the mast beam and 3rd crossbeam.

Experience with the beam lashings is good. They are easy to tighten, and stay so for a long time. Retightening has been done approx. once a year. Chafing is no problem, but we do take care when mooring up. Movement of the beams relative to the hulls is less than 5mm, even in a choppy sea. So far there have been no leaks through the bolt holes.

CAPTAIN COOK DINGHY FOR A CAPTAIN COOK
by Doug Smith
(Swansea, S.Wales)

When I saw you at Beaulieu about 3 years ago I said I wanted to have a catamaran tender for the catamaran as I think people spend a lot of time building a boat and then either buy an inflatable or fibreglass dinghy. Both, I believe have disadvantages apart from doing nothing to compliment the boat. So I looked for a suitable size catamaran for use as a tender – it had to be light and strong not too big so it couldn't go between the hulls, and not too small as it wouldn't be adequate for carrying people and provisions. I believe sometimes there is only one answer to a problem, which you might not see at the time but having solved the problem you know it was the only way it could be done. You must be able to carry provisions in the hulls so to keep them dry going through the surf. You want a decent distance between you and the water to keep yourself dry in normal conditions, and something which can also double as a life raft. The answer was there all the time – in the garden – the CAPTAIN COOK. So I scaled it down by a ¼. Along the main bulkheads making 1 long hatch 28" x 12". Of course I didn't see the need for any beam troughs. In the beginnig, I considered using it with sails but I think the disadvantages were more than the advantages as it would be far simpler to handle by anyone, when leaving the main boat in anything of a sea, going from the boat to the beach and through the surf back to the boat. It will only be using a light 2–4 hp outboard engine which eliminates the need to have rudders. As to the life raft part of the dinghy, you would also carry a suitable kite in 1 of the hulls, which would be an emergency sail.

I have covered the 2 hulls in 4mm ply and made the hatches. All the hulls need now is covering in fibre-glass and expoxy resin. Just sufficient to be made durable and not heavy, each hull weighs 22kg. Apart from main bulkheads the main part of the boat is completely sealed to give buoyancy. So even if both the hatches were blown off and filled with water it still wouldn't sink. So what isn't used for storage has a function of making it very buoyant. Of course, this is only a one off and was the only solution to my problem, as I couln't think of anything better for both the overall appearance of the main boat and a very seaworthy tender.

As to what has been happening otherwise. The elder daughter Julie has been full time on the boat and has been getting involved in various things I have been doing. Along with her mother, she went on a 4 day course in Portsmouth (Hayling Island) to get her long range MF/HF Marine Radio licence. As VHF Marine has only a range of about 30 miles it has no use to you about 500 miles offshore. The MF/HF you can communicate across an ocean. I have recently bought an amateur mobile radio, which will be going along with us on the boat so along with this and the MF/HF transceiver we will have worldwide communication at any time.

They are also doing night classes this winter to get their Ocean Yachtmasters. The youngest daughter is also doing all this but about 1 year behind. Also Julie has been on a scuba diving course for 5 months and will be going on deep sea dives this summer. All this is in preparation for when the boat is finished.

This year I will be making the beams, rudders, daggerboards, command pod (which at the moment is in kit form) and fitting out the hulls. I intend fitting double glazing throughout the boat. Each hull will be independent of the other for cooking, washing etc. Cooking will be by microwave.

I will be launching the boat sometime next year and will be living on it full time by the autumn, then I must decide on the next move. Then, this is the hard part, turning your dreams into reality. Anyone can build a boat but very few survive on a boat, but I am sure, I can and will. We all set off with a dream and as long as you face up to the reality of the dream there is no reason why you can't succeed.

above:
No, not a model, but a dinghy. Doug Smith's Captain Cook with ¼ size copy on top.

below:
Planked dinghy ready for finishing touches.

Coastal Trekking

During this winter André Viljoen stayed with us, drawing out the HITIA 17 building plans. André is the builder of the beautiful TIKIROA 'ANNA BLUME', shown in 'Sea People/Sailorman' No. 7 p.38. He finished his boat in a cold, stormy Dublin autumn last year, too late to launch and test her sailing.

Dublin, or, to be more correct the port of Dun Laoghaire, has some very fine, hard weekend racers. It also had recently a symposium on racing multihulls, where racing 'performance' was the subject discussed. At such conferences and meetings, windward performance, i.e. the ability to sail 43°, 42° or 40° from the true wind is endlessly discussed. What is never mentioned is 'all round performance', i.e. how much extra does a boat cost in expensive, special sails, materials and winches, how much more difficult is a boat to build with deep dagger boards, drop rudders etc. to achieve those extra few degrees closer to the wind? What loss of stability occurs through extra windward performance due to high sail rigs and deep daggerboards? How long, in rough, un-sheltered waters can you sail 'close' to the wind before you have to free off, say to 45°-50° because of the sea conditions?

As a designer, I would like to take part in a conference that could realistically discuss such questions for broad assessment and future design development. What I am doing is tentatively considering windward performance of the designs ***without*** *losing ease and economy of building and deep sea safety.*

For people like André Viljoen, who attended the Dublin symposium and worried as a result of this constant emphasis on these few degrees extra windward performance, there is within the TIKI and TIKIROA range, (between the two forward crossbeams) an area where a through deck daggerboard can be mounted. For all TIKI 21 sailors, including me, I think, that for all round sailing it would not be worth the effort to install such a daggerboard. However, we have less knowledge about TIKIROAs sailing.

So, it is with pleasure that I introduce three TIKIROA reports from Canada, America and Australia. These builders seem satisfied with the ***all round*** *sailing ability of their TIKIROAs. It seems that we shall have to wait until André Viljoen and Andrew Gilding, who races a day sailing catamaran, sail ANNA BLUME for a very critical assessment which may or may not suggest a through the deck daggerboard for those that do want to go those few degrees closer to the wind.*

J.W.

André standing proudly in front of ANNA BLUME

Phil Hooper from S.Australia sent us this letter. He launched his TIKIROA last year, but due to having the wrong size mast suffered a mast breakage. He is now back on the water with a new mast.

I managed to order a mast with a section 150 x 98. (Despite trying everywhere, to get a mast width larger than 100mm, it would have meant getting a 180 x 105 section with a corresponding weight disadvantage.)

Australian masts seem to be long and narrow in section; However with the new mast installed and the bottom anti-fouled I relaunched the boat last week in February and I am thrilled, the weather was perfect (our summer) and with a weeks holiday we went out every day. TIKIROA loves wind strength around 15/18 knots, she really flies along, above this, with 1 reef and staysail, she feels completely safe to 25 knots, this is the heaviest wind I have been out in, but with the option of a second reef and the staysail able to be reefed (I had a set of points put in when I ordered it), I feel sure she would be secure. At the other end 10/12 knots is beautiful for cruising with the Genoa, and adding the staysail I can sail at 5/7 knots, as long as the wind is forward of the beam. However I am disappointed wih the wind from aft in very light breezes. I am going to borrow a friend's spinnaker to see if it will improve performance, at present in light airs with anything other than flat water she pitches the wind out of the sails.

André has asked me about the sheeting, I have put adjustable blocks (on tracks) on the rear of the cabin tops leading to a double turning block on the rear netting beam and then forward to jamb cleats on the main rear beam. I also had a block lashed to the rail for the Genoa, but since have found it is better lashed to the rear netting beam leading directly to the cleat. I also need to use Barber hauls to get a closer sheeting angle in some wind strengths, although I only use them at present when experimenting, as with my present sheeting, the whole of the platform is useable. I have also enclosed some photos (2) showing the rear sheeting (not very clearly I'm afraid) (3) showing the bow in 4/5' seas with the chine/knuckle deflecting the sea clear of the deck, (1) moored alongside showing the double hatches sliding for use at sea, then the large hatch hinges out to the cap shrouds for use anchored or moored.

In closing I am very pleased with my TIKIROA and hope André has now launched his and getting as much pleasure.

Photos:

1) *Moored alongside, note the design changes: Higher cabins and sliding hatches.*
2) *Phil has pointed his tillers backwards and mounted the outboard aft of the crossbeam.*
3) *The bow knuckle deflects the water clear of the deck in 4'–5' seas.*

Take II

by Don Baaska, Puerto Rico

Well we finally got our TIKIROA "Take II" in the water and sailing. Here's some of the story.

The day of the "big erection" finally arrived. The mast was slipped into it's tabernacle, the cap shrouds and outer forestay loosely tied on. A muscular friend mounted the flying bridge of an adjacent motor cruiser and heaved the mast up. After two years, the "Take II" was ready for launching!

The building site was only about 100 yards from the launching ramp at the tip of the Isla Grande. The original plan was to collect as many warm bodies as possible and roll each hull over to the ramp and assemble the boat there. But this would involve a whole day in the hot September sun. There must be an easier way.

There was an abandoned trailer in the boat yard. The idea occurred to move the trailer under and between the hulls and block up the main beams and slowly ease the trailer over to the ramp. But there was something peculiar about the trailer. It had extendable arms and we realized it was a catamaran trailer – probably belonging to a Stiletto. After getting the "Take II" on the trailer with some difficulty (flat tyre, sheared bolt, stuck rollers etc.) the launching was a cinch. A neighbour with a Bronco 4 wheel drive backed it smoothly and easily down the ramp into the water and it floated! Right on the water-line. The outboard started easily and we motored off into the sunset. It was September 6.

We sailed a few times in San Juan harbour. The boat performed well. I can't say the same about the captain and crew. We tried it outside on the Atlantic with a 15 knot breeze and 8' swells. No problem, except one of the main hatches blew off when I opened it. I replaced the wood screws with ¼" bolts and secured each cabin hatch with 4 bungee cords on the outside. (The hatch had come apart in the middle.)

By now it was October and time to think about going back to work for the winter. We had hoped to launch in June and cruise all summer, but that would have to wait till next spring. We decided to take the boat to Salinas, on the south coast, for the winter. There we could cruise in sheltered waters on our days off.

The first leg of the trip would be due east, right into the wind and swell. From San Juan to Fajardo is abut 40 miles. We decided to wait for a good settled day with little wind and motor most of the way.

On Friday, October 3 the wind died to nothing in the evening and swells were down to 2-4'. We started packing for the maiden voyage. We finished (including many items that proved useless) about 3 a.m., set the alarm for 6 and caught a few winks.

On Saturday morning we got under way about 8 a.m. There was no wind, and the sea was calm. The 9.9 Johnson churned us along noisely at hull speed. The forward edge of the centre platform started to lift and I had to sit on it. We raised the main, mostly for shade. It was a hot, sunny day. The breeze came up about 10.30, but only about 5-7 knots. About 2.00 p.m. the gas tank went dry. There was a reserve 2 gallon can, but we decided to sail a while as we were well on schedule. The "Take II" pointed 70° on one tack and 150° on the other *(80° between tacks? – Ed.)* with main and stay sail. Speed was about the same as with the outboard. It was certainly a lot more peaceful.

About 4.30 we pulled into the lee of Icacos Island, just east of Fajardo. There were many pleasure boats from the Fajardo marina anchored there, but they soon left and we had the anchorage to ourselves. We raised the boom tent, snorkled for a while, and then cooked dinner on the coleman above. Then we pulled the 3" foam mattresses from the hulls, laid one on each cabin top, and slept like babies in a gentle southerly swell.

In the morning, we cleaned up and re-arranged the storage. All cooking gear (stove, food, icechest etc.) went into the port hull. Cooking was easy, as the cook stood on the bunk boards with the stove on the platform at chest level, protected from sun and rain by the boom tent.

About 10.00 a.m. we set sail to the south for the island of Vieques. We raised yankee, staysail and main and took off on a reach in about 15 knots of breeze. We covered the first eighteen miles in well under 2 hours. It took us another 3 hours to beat 8 miles along the south coast of Vieques to the fishing village of La Esparanza.

An old buddy, Charlie, lives in La Esparanza with his wife and 4 kids. Charlie is a retired beachcomber, i.e. he returned from a successful career of beachcombing. After numerous stories of the good old days of P.R. in the 50's and about 8 gin and tonics, I realized we hadn't eaten since breakfast (a can of pineapple juice). Charlie whipped up a gourmet mess of spaghetti with shrimp sauce and I don't know when I've eaten so much in one meal.

The next day, we took Charlie for a sail. He was impressed as we went into a 15 knot wind and 6' swells. He said he'd reserve judgement until he'd seen it take a "few waves". We pulled into a bay named Puerto Mosquito on the chart. He told us it was phosphorescent. About sunset the wind died down to a few knots and we headed back on a run with the mainsail only. Now Charlie was really impressed. He said he'd never been on a boat that would go this fast with practically no wind at all. Must be those canoe sterns and tapered rudders.

Valli and I returned to Puerto Mosquito, which proved to be a misnomer as we didn't experience a mosquito all night. We anchored in the middle about 100 yards from the surrounding mangroves. We cooked up a pot of rice and beans, and played Miles Davis "Sketches of Spain" as the sun went down. Then we sat back and dug the night sounds coming from the mangroves and watched the wakes of small fish in the phosphorescence. I couldn't resist jumping in and splashing around. It was psychedelic.

Tuesday we snorkled and explored coves along the south coast. No luck with the speargun which was discouraging. 25 years ago you could be sure of finding a good meal in 10 minutes. We sailed back to La Esperanza and took Charlie and Myrna out to dinner. We had enormous portions of freshly caught Capitan (hog snapper) and lobster asopao. Even with several rounds of Heinekens the cheque came to only $27.

Wednesday morning we left about 7.30 for Salinas. It was dead downwind, about 15 knots again. We set main, staysail and yankee and sailed off on either side of the wind. It was very exhilarating surfing down the swells. Valli was becoming a pretty good helmsman (her first trip) but for some reason would invariably come around too far on the jibes, and I almost got flogged to death before I could secure the jib sheets. The only casualties however were a cushion and Valli's hat. We covered 50 miles (actually more, as we were sailing 25°-30° off wind) in 9 hours. The next time we do a long run, I'm going to try both jibs swung out with no main – the mainsail chafes on the backstay and is difficult to get out far enough.

We had set up mooring arrangements in Salinas a week previously. In amongst the mangroves, totally sheltered, is a small lagoon. It's less than 4' deep at high tide, which precludes most sailboats. Several private homes mostly used as weekend retreats line the beach. Rudy stays there all week. Rudy was on an American aircraft carrier in WW II and will show you his scrap book at the drop of a cerveza. He is retired now and spends his time fishing and pulling his traps.

We anchored in the middle of the lagoon. Rudy rowed out to greet us and took us ashore, appraising our rather worn appearance. "My wife's not here, but here's the kitchen – help yourself to whatever is in the fridge. There's the shower and that's the spare bedroom. I'm going to watch TV. See you in the morning." We devoured bacon and eggs and a whole loaf of french bread.

Thursday, we tidied up the boat and caught a Publico (privately owned car that carries passengers for hire on a regular route) for Salinas, then another to Guayama and another for San Juan. It took most of the day to get home, although Salinas is only 1 hour and 15 minutes via the freeway.

We either sail or work on the boat every week. Our sail handling and seamanship is improving, and we should be really ready to go down island by June.

Here are a few minor modifications I made in the TIKI ROA:

1. A cat walk forward to the forward netting beam. A 2 x 12 fir plank did the job. Beneath it I passed 3/16 nylon lines 4" apart athwartships to keep the jibs out of the water and catch falling bodies.
2. I built blocks of wood into the stem and stern caps. Through these are passed 3/8 eyebolts for attaching a bridle stem and stern. The anchor is set and retrieved from the platform, and the anchor rode is passed in a bight thru an eye splice in the middle of the bridle. A block of wood goes thru the bight as a retainer.
3. I scrounged some deadeyes of an abandoned ship and couldn't resist using them on all the standing rigging except the forestays. On these I used two oversized bronze turnbuckles from the same source.
4. A boarding ladder hinged on the aft main beam offset to starboard. A hammock to port.
5. 2 pieces of 8 x 10' used sailcloth for the boom tent. These cross over the wishbone (about 7' up). Forward of the wishbone a boat hook extends from the mast to where it catches on the inner forestay to form a support for the tent forward of the mast.

The biggest single expense of building "Take II" was the building space rental, which was $75 a month for 2 years. The sails cost just under $1,000 made by a local sailmaker, slightly less than Jeckells quote with freight and tax. The aluminium mast was on the roof of a friend's house for 20 years. It was 30' long 4 x 6" but had a gib bah in it where somebody had ridden it down onto a dock! I sawed it into 3 sections and took it to an aluminium welder in Caguas. He also built a tabernacle. I borrowed a Nicro press and did all the standing rigging one night, finishing just in time to get the tool back to the shop at 8.00 a.m. I used 3/16 1 s 19 throughout, as it was much cheaper by the roll. 250' was just right.

I used two part polyurethane paint topsides and Micron on the bottom. I could have gotten the screed coat much smoother before painting, but who the hell can tell from 20' away?

The TIKI ROA is fast and very comfortable. It adapts beautifully to our need – a sea going camper. The bonus is that it is incredibly beautiful – people fall in love with it We are very pleased.

Some further notes:

So far I have seen no need for lee boards, downhauls for the jibs or that thing-a-majig where the mainsail clew attaches to the wishbone – I simply cleat the clew off to the wishbone. Also no need for tarps fore and aft of the platform – we take a little spray, but that's very refreshing on a hot day. So far the cabin hatches have not leaked, but we haven't been out in heavy weather yet, I am using the simpler mainsheet arrangement with no traveler. I tried a traveler, and it didn't seem to improve performance appreciably and was more complicated to handle. I do use winches for the jib sheets and these do really help.

Bill Gardam, Tikiroa builder, living in British Columbia Canada, sent us this short note with a promise of a longer more specific article.

For five months this past winter our family of five took our newly built TIKIROA (no. 27) AMAZON on a family adventure to the sunny climes of the Bahamas, U.S.A. and Mexico. We covered thousands of miles by car and trailer, camping along the way, and hundreds of miles on board AMAZON as we sailed through the waterways of Florida and the islands of the Bahamas. We even managed a short cruise in the gulf of California on the way home.

We thank you for this elegant design and are pleased to report that AMAZON proved herself to be a good little seaboat; able to make fast passages in often strong winds and bouncy seas but also perfect for exploring shallow seas and small island coves.

Naturally we have collected a lot of ideas and information along the way. Such things as:

1. Missing or incorrect information in the plans.
2. New and simple tent design (Sears tent + sky hooks).
3. Trailering, launching and assembly solutions.
4. On deck galley in camping boxes.
5. Sleeping for five.
6. Reinforced outboard motor mount.
7. etc.

If your are interested in more specific information or an article for your magazine let us know.

Of course we would like an article. There are many TIKIROA builders who could benefit from your experiences.

Coastal Trekking in Yugoslavia

by Jaques Grassart

Yugoslavia is an extremely sunny and picturesque country. It's coastal waters are crystal clear, warm and sheltered by a lot of small and large islands. All this makes it a very convenient place for family coastal trekking.

We visited it with my wife and 16 year old daughter in 1985, and with my wife in 1986. In the meantime, we had adapted 'Caresse' our TIKI 21, to the local conditions; we doubled the tent material with aluminized fabric to keep the sun out, and I transformed the space under the forward bunks (between bulkheads 4 and 5) into water tanks. We also carried a sun umbrella.

The 1985 cruise was a learning one. The 1986 one was a full success. For both, we selected the Split region, as the islands in the North tend to be quite bare, without vegetation.

In 1985, we had limited day sailing experience of 'Caresse' in the Yssel Meer (1984). We therefore started day sailing again, from Hobreĉ autocamp (6km South of Split). We then discovered there was a problem with our outboard. We could have it repaired thanks to the help of friends of friends of a camp administrator. It goes that way in Yugoslavia: supply of specialized goods (particularly foreign) may be erratic and extremely difficult to get, and your best chances are to use the informal local relations network. An operating outboard is a must in Yugoslavia. I once read that, in Greece, there are only two wind forces; 0 and 9. It is certainly less extreme in Yugoslavia, where maestral (a N.W. wind) usually blows F2-F3 in the afternoon, and sometimes Buria (an E wind) or Yugo (S) in the morning. But they can all fall flat suddenly and leave you frying under the sun for a very long time, sometimes with a wavy sea memory of the past wind. When our outboard was ready, we started for a cruise around Braĉ island, discovering its picturesque small ports, and meeting its friendly inhabitants. That year, my wife insisted on overnighting on the land, and this caused us some problems as most of the horizontal land surfaces in Yugoslavia are occupied by overcrowded autocamps. One of our best discoveries was therefore a small bay, Rantica, inaccessible by car and therefore without autocamp.

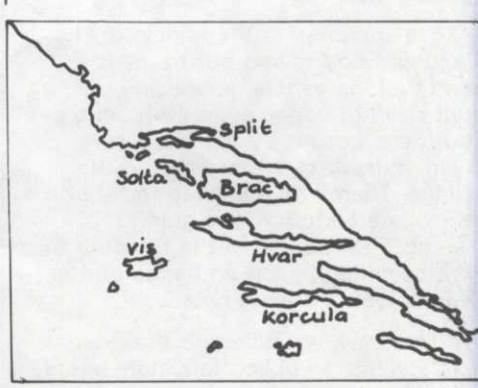
In 1986, with 'Caresse' prepared for the local conditions, we would live all the time on the boat, which is a vast improvement. We have unforgettable memories of peaceful sunny weeks, friendly contacts with local people, visual contact with dolphins, passages at more than 11 knots and other passages where motor noise was the only alternative to sun sickness. My wife now feels quite safe aboard 'Caresse', much safer than on the German autobahns!

We visited the island and the town of Hvar, full of lavendar smell and Venetian culture. Also the beautiful Korcula, Marco Polo's birthplace and its surroundings.

Our itinerary to and from Yugoslavia was Munchen, Salzberg, Villach, Tarvesia (a must, the other passes are too steep with a trailer) Lublyiana, Karlovac, Bosanski, Petrovac, Drvar, Knin, Tebenik. The slopes are under 10% everywhere. Avoid the road along the Dalmation coast: it is overcrowded and rather dangerous.

To sail in Yugoslavia, you need a navigation permit which can be obtained on the spot at the Captain's office in any major harbour. For a TIKI 21 it costs about £6, Marine charts cost about £2 each. Basic food and drinking are not problem (fruit is quite cheap). However, there are few petrol stations in the islands, so plan for a fuel autonomy of at least 50 miles. And come with all the needed gear as you will not easily find the supplies you are used to. English is widely spoken, particularly in the islands.

The things we enjoyed most, besides the landscape and weather, was the local hospitality (quite remarkable if you consider the tourist density) and the safety feeling for both people and property. I heard of people having had things stolen but never met one.



The main dangers come from the local childrens lack of complexes and interest in catamarans. They very much like to hang off the tiller bar (so remove it if you have to leave the boat in a populated area) and pull the hallyards down if they are not made fast. The second danger is the Bura, a continental wind quite unpredicatable and often extremely violent. It stems from the interaction between the hot and humid airflow from the sea and cold airflow from the continent. Fortunately, during summer the Bura starts blowing mostly at night, and for several hours only. So, if you anchor in the evenig at a place protected from the continental wind you are safe. With TIKI 21 you don't need a lot of room so you may often find protected creeks even if you are sailing the exposed coast of an island.

Several tips:

- There are a lot of helpful tourist offices (Turist Biro). People there speak English and will often kindly give you any information they have, even if not connected to turist biro business.
- Iced water is much appreciated in such a hot climate, so buy your mineral water bottles from bars (they are usually cooled) and not from supermarkets. The prices are almost the same (that's a side effect of their social system).
- You are in a hot climate so to keep healthy drink a lot (of water). We had adequate support from the local health system for our few needs, but friends who had a severe eye infection found it better to be repatriated (an insurance might be helpful)
- Change your money in Yugoslavia. That's legal and you get the best rates. Eurocheques work even better, with no charge. The exchange rates are the same everywhere in the country, and there are exchange tellers everywhere. Credit cards work only in large Hotels, restaurants and stores and you cannot get cash from your credit card. Inflation is quite high (100% between '85 and '86) but the exchange rate is adapted and prices expressed in DM tend to be stable.

For additional information on the Zadar – Split region, see also the Practical Boat Owner of August 1985.

Photo left:
Two ways of visiting Korĉula, 'Caresse', or organised tour (background)
right:
Jack & Gill Grassart aboard 'Caresse'

TIKI 21 MODIFICATIONS

by Jaques Grassart

PREPARATION FOR YUGOSLAVIA

In the first place, we enthusiastically adopted Maurice Killen's ideas for cockpit seat and tables and also hatches (modified for watertightness). (see Sea People No. 4).

As stated in the trip account, protection from sun is extremely important, particularly when at rest or motoring. At rest, it is provided by the tent whose fabric must be opaque (nylon is not) and sun reflecting (white or aluminized) by design or adaptation. We doubled our blue nylon tent with aluminized fabric. When motoring, we use sun umbrellas. Some kind of fabric awning as used on local boats would be better, but we had, so far, not time to develop something.

For water tanks, I simply sanded well the bilge under the forward bunk (between bulheads 4 and 5) and painted it with good grade epoxy. A 40mm diameter hole was drilled in the bunk removeable part, which was screwed in place, with appropriate gasket. This arrangement allows for easy regular cleaning. A large rubber plug is fitted in the hole with a food grade plastic pipe through it. I used a small electric pump with 9v dry batteries, but a mechanical pump could be used as well. Pump button water is easy, but you may have bad surprises if the button is activated by some luggage displacement (quite easy if the button is a pedal). The plug with pump is fitted on one or the other tank. Check for fillets watertightness. At the location selected the water weight (about 80kg when full) does not unbalance the boat.

I consider petrol much too volatile (particularly in a hot climate) to be safely tanked the same way, so I use a jerrycan stowed somewhere, and simply standing in one cockpit when underway.

REMAINING PROBLEMS

1. Propellor cavitation is an unsolved problem. I use an old 5hp Johnson outboard, which gives me 6 knots at best it would be more without cavitation, but does not allow more than half throttle when the power is most needed, i.e. slowly heading against a strong wind in a channel. Obviously, the pitch/diameter ratio is too high, but I was told there is only one propeller model for this kind of outboard. When there is some sea, boat pitching does not help. Any ideas?
2. Trying to figure out the best location for the jib block, I did some calculations, probably re-inventing the wheel, and showing that, no matter which sail or hill, the sail angle (vs. ship axis) for best VMG is about 35° at slow speed (hull drag proportional to speed). Some means of independently setting sail angle and sail tension would therefore be necessary. With its mainsheet traveller positioning system, Maurice Killen again proposed a solution for this problem. I somewhat hesitate before adopting his system because I fear that the additional line would somewhat complicate tacking. Wouldn't a wishbone be a better idea? But it's more complicated to fit, and it probably needs some kind of downhaul.

Here is more information for TIKI 21 sailors from Ashley Woods, who bought Maurice Killen's 'SASSIE 2'.

TIKI 21 SAILING, TACKING, MODIFICATIONS etc.

by Ashley Woods

I have been sailing a TIKI 21 for almost a year. Having enjoyed and learnt from the experiences of others in the Sea People I feel obliged to make the effort to put pen to paper and let you know of a few of mine in case they are of interest or use.

Maurice Killen made a beautiful TIKI 21 called SASSI. In December 1985 he 'moved up' a size, and I became the new owner.

Having sailed dinghies for a number of years – both racing and weekend cruising in an 'Enterprise' with tent, Jenny my wife, two children, water, food and dog basket (left the budgerigar at home) we, too, decided the time had come for something bigger.

We had arrived at the TIKI, having tried and considered the following boats: 'Hunter Medina', 'Hunter catboat', 'Newbridge Corribee' and 'Coromandel', 'Mirror Mirador', 'Drascombe Coaster', 'Jaguar 21' and 'Swift 18'. We wanted a trailable craft and fast as most of the family sailing is performed at weekends. Being confined to a mooring made cruising grounds in a day or two limited and repetitive. We found that all the ballasted boats tended to make Jen sea-sick, and to frequently trail the majority of them would need a Land Rover and very hairy arms. (Also join B.U.P.A. re the back.) There seemed no happy compromise.

Our first spin in a catamaran (Strider) filled us with ecstacy – fast, a dinghy motion, room to move round the dog and no heavy lumps of lead to haul up wet slipways! The price of production boats popped that dream.

Dreaming started again as soon as we saw the study plans for the TIKI 21. Not wanting to commit ourselves till we'd seen the real thing we joined the P.C.A. Soon after we were in contact with Maurice – the nearest member of a TIKI. The same afternoon we looked over his 'Sassi' – loaded up and due to be trailed to the Mediterranian the next day. Building one became our serious consideration.

A week before ordering plans and wood Maurice told us that he was selling. We bought the boat reluctantly in the sense that I had been looking forward to making my own, but Jen's realistic assessment that 2 years part time building may still not see it on the water, was the decider.

The boat is very easy to trail. With clobber for four, anchors, engine, fuel, the Lake District hills posed no problem to our Renault 12.

My only apprehension, discovered during a few practise assemblies in the front garden was the mast raising.

MAST RAISING

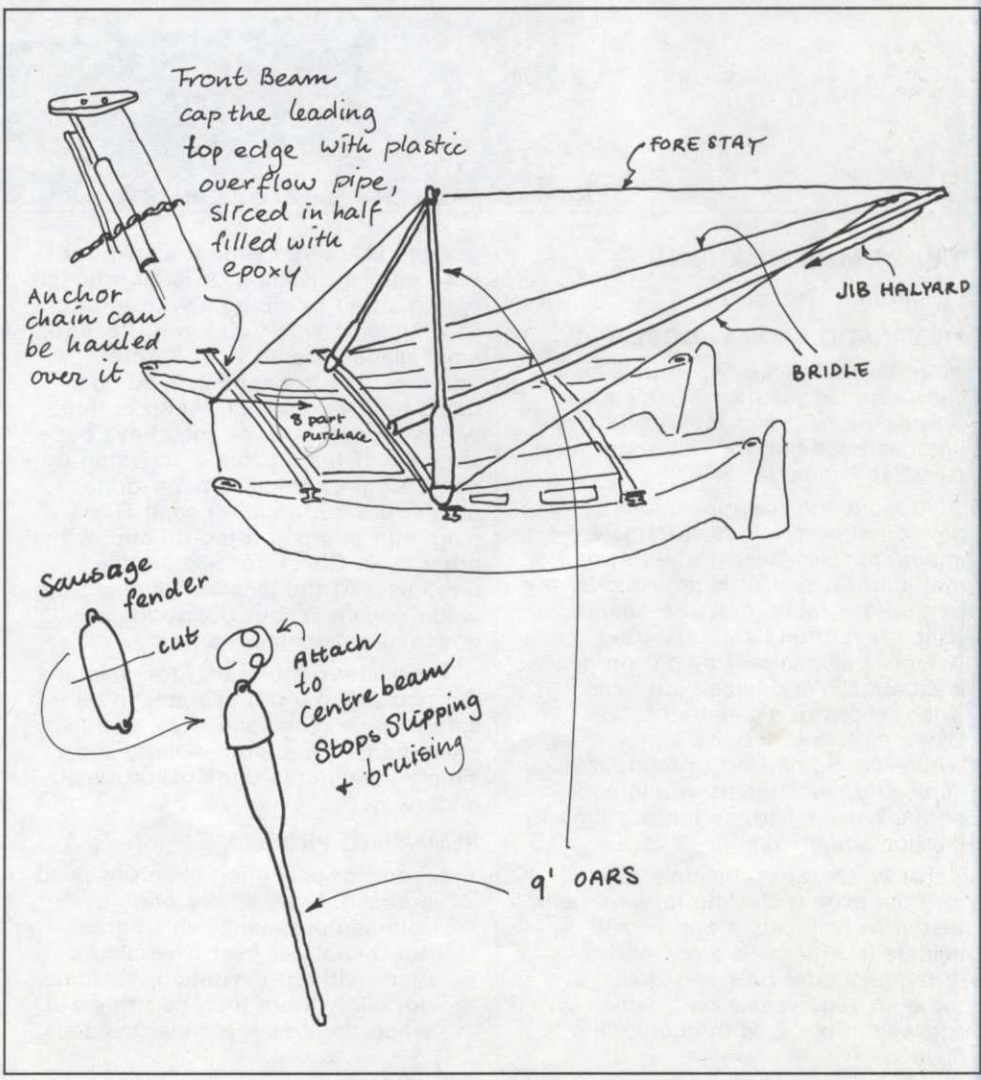
The point of balance when the foot of the mast is located on the centre beam is just aft the rear beam. I wanted to be able to raise and lower on water if necessary, also as the shrouds don't have effect 'till the mast is almost up I could see problems controlling it during a blow.

The answer to athwartships control was easy. With some light line I made a temporary bridle:– a single line with a loop at each end and a small one in the middle. The ends were attached to the ends of the centre beam (same as the mast stood on) and the centre loop attached to the jib haliard. Haul the haliard and bridle 'up' the mast – tight. (Having adjusted length of bridle to suit). The first effect is to pull the mast into its foot location preventing jumping out, but then as the mast is raised it prevents all sideways movement. When fully up and forestay attached then the shrouds proper are in full effect so the bridle can then be lowered and detached. *(Very good idea – J.W.)*

As the foot of the mast and the ends of the bridle are on the same centre line the bridle stays about the same tension during the raise.

Having controlled the sideways movement I thought about a mechanical advantage to assist the lift, enabling me to do it entirely on my own. Jen doesn't enjoy standing waist deep in cold mud 'starting the lift' whilst I struggle on deck. The problem is that when the mast is down, any attempt to raise it by pulling on the forestay (even if extended back to the lifter) is merely tending to pull the entire mast for'd as opposed to up.

'JIM' is always reminding us about 'oars' – so I scavenged a Thames rowing club and acquired a pair of 15' sweeps with damaged blades. I cut them down and epoxy'd in a blade giving an overall length of 9'. An old sausage shaped fender, cut in half pushed on each blade enables the oars to be lashed flexibly onto the ends of the centre beam whilst the handles are lashed together amidships – about 7' above the deck. In effect an 'A' frame capable of pivoting forward as the mast is raised. The forestay is led from the top of the mast over the 'A' frame, down to the bow fitting then extended to the centre deck where I stand. The 'A' frame has the effect of relaying the



pull on the forestay from a sufficient height to make loads a lot less. Now most of my pull is in raising the mast as opposed to dragging it forward.

The main sheet block gives enough reduction to hoist single handed. I prefer to use a 'Halutrac'. This is a cheap engine hoist (£7-£8) sold by Halfords which as well as an 8 part reduction has also a jamming device to grip whilst you get another handful. I attach it to the stern fitting as opposed to the mainsheet traveller.

Using this method I can raise one handed let alone single handed with no danger to the large group of spectators who have always gathered by now. It can also be used afloat so that when coming up to that low bridge I can confidently fiddle with my bits of rope instead of glaring at the chart accusingly and muttering 'that the bridge wasn't on there yesterday!

The 9' oars are much longer than I would have made if their only purpose was to paddle. They lie quite happily across the trampoline, make an excellent depth sounder, sweep, mudbank pusher-offer and when that pontoon rushes at us much too fast gives a better chance of effecting some decelleration before impact.

SAILING

The boat is a thrill to sail. I'm keeping it on the water over winter and often sail single handed in wetsuit and harness around Chichester harbour and Solent on suitable days. On Saturday 21st December 1986 in a force 7, gusting 8 Northwesterly under full working rig, on flat water the log indicated 16 knots for about 20 seconds. At that windward hull was just skipping the wave tops, giving it 12" of main sheet brought things back down to earth.

Paul Wells (who you've heard of before!) and I had 15 knots on several occasions but needless to say were both holding sheets.

All this is quite unnecessary (even though its good fun) as reefing produces a totally safe boat. We find we reef for speed long before we need to for stability.

TACKING

Not every time in the stronger winds – but a tip I use (Paul's not so keen) which virtually guarantees every tack in a confined space is one I learnt when sailing a Junk rigged Newbridge Coromandel.

This is a ballasted 21' bilge keel cruiser. With junk rig when 'on' the wind and hauled close the sail is still 45 degrees or so off the centre line. Putting the helm down results in the entire sail lifting along its entire length immediately the windage stops the Coromandel before she's head to wind or tacked. The secret is to put the helm down and then almost before she has answered haul in the main as fast as possible. This rotating inertia carries her up to and through the wind every time, but does slow the water speed a little. (Then so does a failed tack).

On the Tiki I have rigged a continuous mainsheet traveller enabling me to control the clew of the main or position it anywhere between the sterns. I find that if I pull the clew to windward as soon as the helm is down, then the wind pressure on the main pushes the stern to lew'd and consequently the bows through the wind every time. (Well almost!)

If I'm tacking in a situation when it mustn't go wrong – you know – just off the keelboats sailing club during 'dwinks' hour then I'm ready with one of my long oars which soon pushes the bows through. Can't have them muttering about multihulls being on tramlines, can we?

GYBING

When gybing from a course 'On' the wind, say having just failed to tack in a strong breeze, I find she fills the main then goes off like a rocket taking her time about coming round. The turning circle can be large! Having said that the actual gybe is totally stable. (Compared wih the old Enterprise it's sheer delight). A couple of times when seemingly approaching a mud bank at 200 m.p.h. I've got out of trouble by freeing the jib, grabbing hold of its windward sheets and hauling to windward. The backed jib starves the main and presses the bow down wind resulting in a much smaller circle.

LASHINGS

Everybody comments on them from my next door neighbour who builds planes (assured me that it looked very weak) to half the beach at launch time. I wouldn't swop them for anything. They don't need fiddling to locate like a bolt would, they are in the condition you can see and not about to part with fatigue suddenly and they don't exert their forces over a tiny section of wood. They give and flex with the sea. What more could you ask?

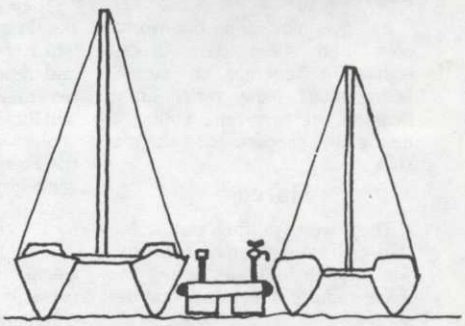
We took the TIKI to Ullswater in the latter part of May. An 83 knot gust was recorded in The Daily Telegraph for a hill overlooking the water. It wasn't that at water level but it was a very strong wind. I wish I could tell you that we overtook a 100 h.p. power boat under bare poles. I can't – they don't have power boats on Ullswater!

A couple of days later we had pulled the Tiki slightly up the beach (no tide) and burried two anchors by hand. I'm glad you didn't hear what we said 3 hours later, just after dark when finding an empty space. The anchors hadn't dragged. Just a clean hole where someone had pulled them out for fun and thrown them onboard, allowing the Tiki to drift 2-3 miles down wind to pound overnight on a shingle shore. The sharp keels had scoured their own groove and apart from paint and keelband no harm was done. We discovered later that the warps on a moored 25' Mono had been cut a few days previously.

On the 11.1.87 Paul Wells and I left Emsworth at 08.35 in a cold NE, ½ an hour after high water. At 09.22 Chichester Bar Beacon was abeam. Tacking down wind in a rising wind saw us at 10.16 one cable off St Helens Fort reefing and brewing up in a NE force 4. At 11.50/12.00 hours we were trying to get warm with another of Wellsies cups of tea off Hamilton Bank in Portsmouth entrance. At 12.30 hours we passed between the dolphin (Can this go down as a dolphin-link Jim?) gap in the submarine barrier. We then ploughed through a 4-5' chop in a freezing NE 6/7 to re-enter Chichester harbour at 14.30. Recorded mileage Chi. Bar to Chi. Bar of 26.3 miles in 5 hours (Average 5.3 knots). We saw one other sailing vessel. It was 40°F (4°C). All the others seem to be laid up.

The versatility is great. My children can happily take the helm. Jenny has never felt motion sickness and Paul and I can enjoy a good thrashing. What more can you ask? The dog hasn't fouled the trampoline – yet.

Moorings



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Disaster

MAHINUI

It has been said, that there are two kinds of Wharram people – whose who like to build and those who like to sail. Ernald Pearson is one of those, who hate building, but love to sail.

However, this approach can bring difficulties. I received the following letter from Ernald about the loss of his heavily modified 51 ft. TEHINI 'MAHINUI', which he bought 2nd hand 2 years ago.

"Well, the article says it all – almost, and I won't go into extended details, but basically 'MAHINUI' broke up due to faulty and weak beam brackets, until we were literally lashed together with all rope available.

However, we did 95% of what we set out to do and along the way had a great time and met many other Wharram owners, in fact, almost everywhere, where we stopped we either met or saw Wharrams and owners.

We left 'PALAGIC LADY' (ORO) in Barbados behind, to find casual charters to keep him going.

We also saw Bill Boucher's NARAI in the Canaries and on 20.1.87 between Dominica and Guadeloupe. He did Las Palmas to Antigua in 29 days with very good self-steering gear."

Two of the people rescued with him have bought a TANGAROA Mk IV and are happily sailing around.

The future adventures of Ernald – for they will continue – will be written up in the 'Sea People/ Sailorman'. I, hopefully, look forward to the day when he can co-skipper our GAIA, for his sailing skills and cheerfulness should not be wasted on the shore.

The Star Feature

The perfect man to have in a crisis!

LESLEY EDWARDS meets a mid-Atlantic survivor... and finds shipwreck has its moments.

THE 50ft. catamaran the Mahinui was 330 miles off the Azores when it started to break up.

Its five-man and one-woman crew had spent days literally lashing it together to stop it falling apart. Now owner Ernald Pearson, of Ferryside, called all hands to prepare to abandon ship.

Flares

They were putting out a May Day call every 15 minutes, but it was another 52 hours before they made radio contact and that was soon lost.

They fired flares at a U.S. Navy plane — with no response — before making visual contact with a tanker. Less than two hours later they were safely aboard.

"It was a bit of a close call towards the end," admitted Ernald this week, now settled back at his home at The Coffee Tavern, The Beach.

But he, his 21-year-old son Martin, and his friend Dai Hopkins, also from the village, would not have missed the 4½-month adventure for the world.

They look back with sadness at the loss of the eight-berth craft which he bought in April, 1985, and rebuilt in 1986 before sailing her to Plymouth, Milford, Lundy and Ilfracombe.

She was also a back-up boat in the Ferryside to Tenby sponsored wind-surf sail in 1986.

Excitement

Ernald, now aged 49, has been sailing since he was 12. He previously owned a 40ft. catamaran which he took to the Canaries and to Holland, and has done yacht delivery from Milford and Ireland.

"But I always wanted to sail across the Atlantic," he said with a glint of excitement in his eyes.

He bought the Mahinui when he got back to Wales after seven years working as a mechanical engineer in Saudi Arabia.

Martin and Dai sailed with him at different times, and he ran a few trips for local boys in Ferryside ,where with his wife Irene and their two daughters and two sons he moved 13 years ago.

On October 11 last year the trio, with two acquaintances from Scotland, set sail from Ferrydside.

Christmas

The ports of call in the ship's log read like something out of a never-ending luxury cruise: La Coruna, Spain; Cascais, Lisbon; Villamora, Algarve; Gibraltar; Ceuta, N. Africa; Tangier, Casablanca, Marrakesh, Lanzarote, Arrecife, Feurteventura, Gran Canaria, Las Palmas.

The Atlantic crossing to Barbados — 2,819 miles — took 24 days, 22 hours and the crew celebrated Christmas at sea with streamers, stockings and spray foam, part of a Christmas box donated by Martin's workmates at Pembrey.

At Barbados they were joined by a sixth crew member, a girl from Penzance.

They sailed up past the Caribbean Islands — St. Lucia, Martinique, Dominica, Iles de Saintes, Quadeloupe, Montserrat, Antigua, Iles de St. Martin, and Anguilla.

"You could spend three life-times going round there,. said Ernald, reliving the beauty of the scenery through his colourful photos from which the sun seems to blaze out.

There was so much to see — including Simon Le Bon's boat, Drum, in Falmouth Harbour, Antigua.

"We ended up going to more places than we'd planned and it was all going well untill a few days before the end."

Storm

At the beginning of February they headed north towards Bermuda — 800 miles — but faced with heavy wind and seas they altered course for the Azores.

Then on February the 13th they hit a very bad storm, fracturing the main beam. Six days later heavy weather sheared off the beam mountings.

On February 24 the barometer was dropping, the wind and waves

rising — another bad storm. The following day the rear starboard beam mounts sheared off and the crew prepared to abandon ship.

But they held on, although the storm continued. "It wasn't so much frightening as difficult," recalled Ernald — the sort of man I'd like to have around in a crisis. "It has its moments....."

Despite their efforts at keeping the ship together, the mast-45ft. of wood weighing 4cwt. — was now cracked and dangerous.

"The waves were 30-40 ft. high, I reckoned, and they probably move about 15 miles an hour. They're at their worst if they start rolling off the top."

But as a cruising catamaran it was quite a heavy boat.

The gale decreased, and after keeping watch through the night, they abandoned the Mahinui — named after a Polynesian god — for the haven of a Norwegian tanker.

Capsized

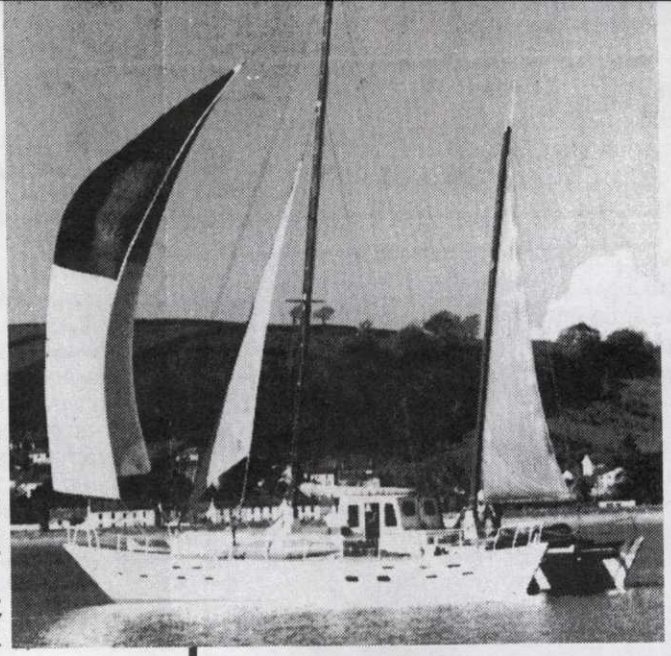
"We didn't actually get our feet wet but it wasn't far off." said Ernald, in what must have been the understatement of the year. "There was another storm the next day and she wouldn't have survived that."

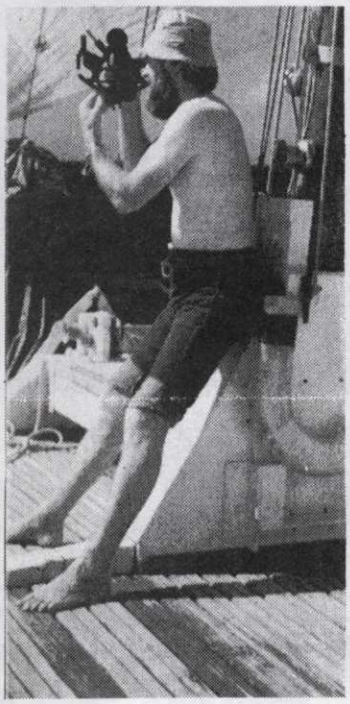
They later heard that the storm had capsized another vessel, taking lives, in the vicinity.

On board the tanker "we were treated like Royalty," he said being taken to New York, from where they flew home. They had sailed a total of 8,234 miles.

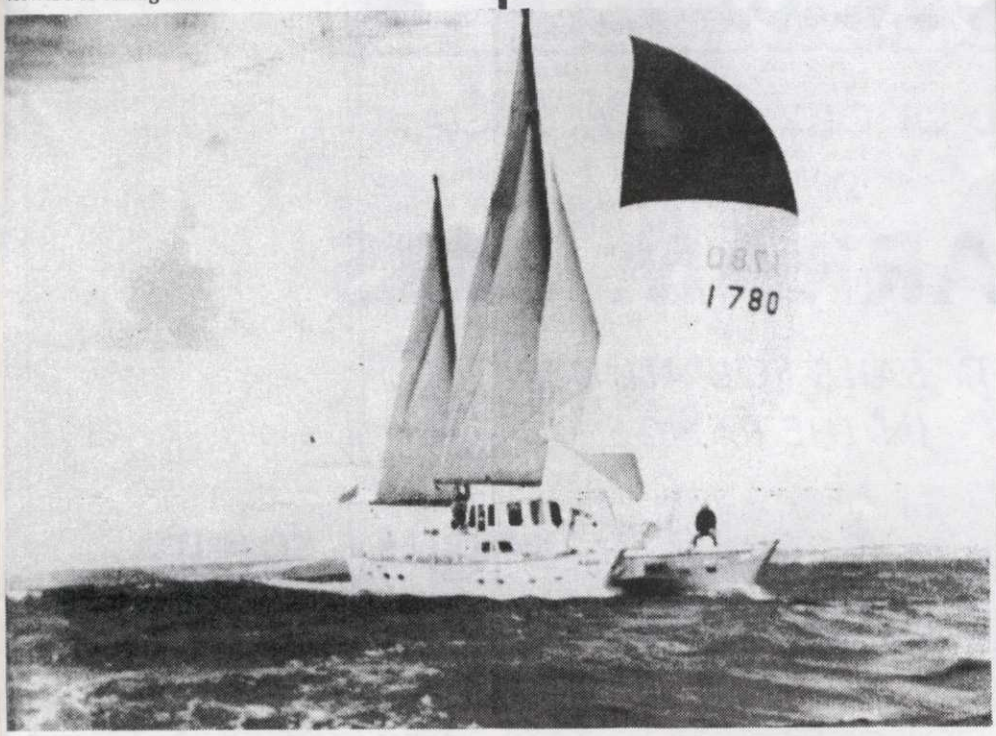
Irene already knew of their adventure, having been informed by satelite from the tanker that they were safe and sound.

Now boatless, Ernald looks forward to sailing with friends.





UNDER canvas- the Mahinui leaves Ferryside (top) and rides the Atlantic rollers (below). Ernald at work during the voyage (right).



Disaster strikes in many unexpected ways and as often as not on dry land. Here are 2 reports from TIKI 21s that were hit by storms while laid up. The second report from Australia sounds like a big understatement. ''we got the pieces together and just put it all back together again.''

The one disadvantage of the light Coastal Trek construction is that wind ***can*** *pick up a boat on dry land quite easily. Our Hitia 14 once again lost a stempost while 'parked' alongside our workshop.*

Do be aware of this and tie your small boats down.

MARTINIKI

by Martin Roberts

You may be interested in the following:-

'Martiniki' my TIKI 21 did a barrel roll! I was more than surprised to say the least! Sorry to say there were damages incurred:- one broken stem handle, one main hatch cover, the masthead navigation light and a rudder, as one lashing tore out of the wood! I have yet to get inside for further inspection, but hope this is all that is involved.

May I ask if this is a record being the first Wharram catamaran to perform such a manoeuvre?

As I realise Jim is now rushing for his calculations, Hanneke likewise, thinking that her figures are wrong! There is nothing wrong, I can assure you! and Ruth asking, ''how good a sailor is Martyn?''

'Martiniki' was 30 ft. away from sister TIKI *''Baidin''*. Both catamarans ready for re-launching after Bahrain winter (which never arrived!). Less reassembly.

*'Martiniki'*s crossbeams and centre sections were on the sand alongside, but 3" x 3" crossbeams were being used to hold the hulls up correctly. Yes, the boat was on dry land! At 22.45 hours on the 1st March, 1987 a whirlwind ran amok through the Club. Wind speeds suspected at 70 m.p.h. No she was not over rigged! The mast was lashed to the makeshift crossbeams! *'Baidin'* similarly rigged. The boat must have barrel rolled, snapped the cross beams, moved forward 6ft., smashing one handle on the road. The left hull was found on the opposite side and against the right hull, yes, the 3" x 3" beams broken! Maybe this speaks highly of the TIKI construction! (P.S. Nothing else, cross beams, deck sections even moved!)

Other occurrences:– *'Baidin'* moved 1 ft. otherwise no damage! JAGUAR 21 lifted off its trailer, onto tarmac – paint damage only (later, cracks found on inside shell). About 10 HOBIE 16 ft. like matchwood. A SKIPPER 17 lifted off its cradle, thrown into the harbour through 20ft., found floating upside down. Power boats lifted off trailers.

We are all licking our wounds, some luckier than others!

Later inspection revealed internal damage:– the hulls must have come shoulder to shoulder!

Stay, butt blocks torn away, some delamination, and identical (port and starboard) frames broken! I at first thought this would be a difficult repair, but on removing the debris, i.e. delamination, and chipping away the fillets, I realised an easy effetive repair was possible. The butt blocks were cut back (in half) as they had only delaminated/torn away primarily on lower surfaces. Plenty of bulked up epoxy, and a few doublers and all is well!

'Martiniki' is now back with the dolphins where she belongs!

Whirlwind attack on Martiniki'
Beams and platform never moved.

From Dierter Isenhart and Christine Childs, Australia

You may remember I wrote to you in 1984 ordering sails and tent for a TIKI 21, which you sent and were received gratefully in very quick time. We had been hoping to be sailing that Christmas. As it turned out interruptions postponed this launching till after Christmas the next year, and after having it in the water a couple of weeks and really having fun with it we were hit by a big storm while drying out on the beach and it was overturned and smashed. As we were not insured we got the pieces together and just put it all back together again, working night and day so we could have it back in the water by Easter. We did it but we just collapsed on the decks for Easter and were too exhausted to go sailing. We have since had a chance to really enjoy it, sailing from one end of the bay to the other. It is just a great little boat. Only thing is now we wish it was bigger. Dieter realises he is not the trailer/sailor type. We want a boat to live on, not a weekender.

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Wharram Insurance

by James Wharram

There are two forms of boat insurance. The first one consists of 'Seamanship', which begins with strong groundtackle, that is several anchors – two at least of sufficient weight to hold the boat under gale conditions – chain and/or warp good enough to hold the boat, again, under gale conditions; a dinghy that can be rowed out with a spare anchor in a strong wind and the knowledge and commonsense to make the best use of the strong ground tackle. Then the motor, if one has one, it must always start and 'work'. Sails must be strong and ready for instant use. One must always be alert for a windshift, that can turn a sheltered bay into a wave roaring trap. Tying up alongside quay, one must watch out for the tidal rise and fall to prevent getting stuck or damaged on timber or stone quayside projections. Fire prevention, again in the form of altertness, and extinguishers. The weather must be studied for safe entry and leaving of harbours. The list goes on, and it is called – to repeat – *Seamanship* – This is the basics of safe and happy sailing.

In recent years, the second kind of insurance has become more common amongst yachtsmen: the 'Insurance' where you pay so much money to an insurance company, who, in case of damage or loss of your boat will pay you sufficient money for repair or replacement. This seems logical for many people, for if you own a car or aeroplane you have to have an insurance by law, because of the damage you can do to other people. In general, sailing boats damage only themselves and their occupants. So, insurance is not mandatory law for yachtsmen.

Several years ago, the insurance companies were wealthy; the world economy was booming, and the people investing money into the insurance business were making profits. Then the big sharks moved in, big frauds for millions of pounds/dollars took place, when tankers and other large craft went 'missing'. Within the insurance world itself, some sharks extracted fortunes, leaving the more honest insurance investors robbed of the invested possessions.

There were a lot of little sharks, too. Some were blatantly conning insurance people on the value of their boat and the damage done to it. We have all heard stories!!! Easy insurance led to the lowering of seamanship standards. Car owners do not like knocks on their 'new cars', but owners of older cars can frequently be heard saying: ''so, the insurance paid, and it is better than before''. The same has happened with yachts.

Now, there are a lot of old 'Wharrams' around and though we, the readers of the 'Sea People/Sailorman', are obviously fine seamen and above moral reproach, there have been sufficient claims from owners of old 'Wharrams' and of new, badly built 'Wharrams' for the insurers, now very short of money and desperate to make a profit, to take a long, hard look at insuring Wharram catamarans.

This problem came to a head at the 1987 January London Boat Show. One broker, a few stands down from our stand, said quite definitely, that he culd not get insurance for Wharram catamarans. This sounded like the end. But another builder and yacht surveyor from Scotland said: ''I have no problems getting insurance for Wharrams providing they pass a survey.''

Insurance syndicates and brokers acting as middlemen do not wish to lose money in the form of false or unnecessary claims, nor in missed opportunities. After asking around at the Boat Show on the insurance and broker stands, this was the general advice: For insurance, you need a good survey report from a competent surveyor. A surveyor regarded as competent and respected by the insurers is a member of the 'Yacht Brokers, Designers & Surveyors Association' (YBDSA) in Britain. The surveyor will want to know the quality of the materials in a new boat and that it is built to design specifications. Some insurers would, ideally, like you to have the surveyor visit you *before* all defects are covered up.

Surveying comes in many shapes and sizes. Within the trade there are surveyors who are great on steel boats, but poor on woods, others fine on engines but know little about fibreglass, some cover up their difficiencies in the very wide field of yacht surveying with a certain amount of bluster. Still, that is life. What emerged during the London Boat Show was a) the need for a surveyor, experienced in Wharram catamarans b) to offer to any surveyor who undertakes a Wharram survey, the full support in the form of advice and necessary drawings, if need be from the Wharram design office.

We already have one good surveyor/Wharram expert. This is Robert Evans, 'St. Antony', Church Road, Llanstadwell, Dyfed SA13 1EB, Tel: (0646) 600575, but in addition to his fees he charges travelling expenses and he does like to eat on long journeys (why?).

The YBDSA on being pointed out the need for special surveyors of 'Wharrams' and the desire of the PCA to ensure good standards of building and seamanship, very generously offered to admit to the YBDSA a person proposed by the PCA as a Wharram surveyor. A logical choice was Steve Turner, Foss Quay, Millbrook, Torpoint, Cornwall PL10 1EN, Tel: (0752) 822846, who not only has built Wharrams and sailed them for many years but is an experienced worker/builder of other catamaran designs. So, the future insurance of Wharram catamarans is being protected.

In addition, what is needed, is a wider understanding, that just as in the car world there are old Fords, Volkswagen etc., 'bangers' of low insurance value, co-existing with the latest quality models, the same situation exists in the world of Wharram catamarans.

The difference between the 'banger' Wharram and the well-built, up-to-date Wharram has to be made clear. All of us can do this, in addition to advising the owners of 'Bangers' to learn seamanship and ship care.

Dolphins

From Ruth Wharram's desk comes all this latest information of what is going on regarding Dolphins; new magazines, books, charters etc.

New Wade Doak Book

Wade Doak of New Zealand is sending us regularly his newsletters about Dolphin/Whale/Orca encounters which make fascinating reading. He is now writing a new book to be called 'Ocean Mind', which will include all the latest encounters with dolphins like Percy in Cornwall, Jean-Louis in Britanny and Rampal in New Zealand.

Unfortunately, his previous book 'Dolphin, Dolphin' is now out of print and does not seem to be available anywhere.

International Whale Bulletin

Other organisations and magazine editors have recently started publications. Kieran Mulvaney who wrote a book to be entitled 'The Dolphin Book' for which James wrote a chapter, had so far no luck in finding a publisher, has founded the 'Whale Conservation Society' ''the only society in Britain dedicated solely to the appreciation and conservation of all species of cetaceans''. They publish a journal twice a year, issuing irregular reports inbetween to members of the society. We have just received the first issue (June 87) of this 'International Whale Bulletin', a 7 page A3 size paper, more newspaper than magazine style. Membership of the society is £7.50 single members – £12.50 for a family and £10.00 for overseas members. Anyone interested, please write to: Whale Conservation Society, 20 West Leard, Bath BA1 3RL, Avon, England, for further details.

Dolphin Encounter Network

From Australia we received a copy of the second issue of 'Dolphin Encounters'. The aims of this 'Dolphin Encounter Network' is ''to establish a worldwide network of people interested in all aspects of 'Cetacea' '', ''to promote protection and conservation'', ''introduce people to Dolphin Consciousness and healing capabilities'', ''collect human/cetacea Encounter stories'' and ''introduce Cetaceans as models for peace, co-operation, love and family unity''. These are the aims as printed in their magazine. Anyone interested, please, write to: Dolphin Encounter Network, P.O. Box 54, Bellingen, N.S.W. 2454, Australia.

Dolphin Lookout Team

GREENPEACE also has dedicated its latest newsletter to the protection of dolphins and whales. It has established a 'Dolphin Lookout Team', asking anyone who is living or spending a holiday near the sea or sailing'' to report on: sightings, levels of fishing, seismic testing, accidental dolphin netting, direct dolphin killing, sources of pollution and strandings''. Please help and send information to: Jeff Cabin at Greenpeace, 30–31 Islington Green, London N1 8XE.

Whale Watching in the Mediterranean

In France, Franck Charreire has also started another activity: ''Whale Watching in the Mediterranean''. He has been regularly visiting Jean-Louis in Britanny and recently reported that she is still ''faithful at the rendez vous''.

He intends to use one of our PAHI designs in the Mediterranean next year, but as it was too late to get the boat he is using another 40ft catamaran this year.

He is offering 5 day cruises to observe and communicate with the Mediterranean dolphins and whales''. If you are interested, please, contact: Franck Charreire, BP 2337, Marseille cedex 2, France for prices which depend on the number of passengers and the season.

Friends of the Sea

In the USA, Larry Vertefay with 'Friends of the Sea' devoted to the study of dolphins in their natural habitat, is continuing his 1–2 weeks research trips on his large, luxury research catamaran 'Dolphin' with trips to the Bahamas, Brazil etc. Costs are quite steep, from $995 per person per week but then you can expect luxury cabins with airconditioning, but also much equipment for serious research and study. For further details, please write to: Larry Vertefay, 19165 Waterway Rd., Tequesta, Fla, 33458, USA.

Photos: above – Larry Vertefay's catamaran 'Dolphin'.
below – Dolphins off the Bahamas (copyright © Friends of the Sea).

Fishing

Jeremy Cresswell (see his article in Sea People/Sailorman No. 7, p.14), has continued to write articles in the 'Fishing' press to encourage individuals and governments to consider Wharram catamarans for the use of fishing.

Articles were published in the 'Fishing News International' (Nov. 86) UK, 'Nearshore' (June 87) USA and the 'Professional Fisherman' (April or May 87), Australia. To help him further, 'Cress' would like people to write to him, people who either used their catamaran for fishing or heard about others doing it. – See his advert.

Wanted . . .
wanted . . .
wanted . . .

Information is urgently required concerning any Wharram designed catamarans working part or full time in commercial fisheries at any level anywhere worldwide. If you are not working your own vessel you may well know of someone who is.

All information, no matter how brief, should be sent to:

Jay Cresswell, c/o James Wharram Designs,
Greenbank Road, Devoran, Truro, Cornwall, TR3 6PJ.

Back Issues of Sea People/Sailorman

We have re-printed most of the articles published in the 'Sea People/Sailorman' issues Nos. 1–4, Nov. 83–May 85. A compilation of these issues, 60 pages, at a cost of £2.50 (incl. postage) in the UK and Europe; £4.00 overseas by air, is available from the PCA or James Wharram Designs.

Small Ads

Boats Wanted

TIKI 21 preferably with cruising inventory and road trailer, good condition essential. Contact: J. Bainbridge, 83 Buxton Road, Weymouth UK. Tel. 0305-786257.

Equipment for Sale

1. One solid 40ft. mast with track – £100.
2. One solid 30 ft. mast with track – £35.
3. Petter 16 H.P. air-cooled diesel – £80.
4. 2 cylinder air-cooled petrol engine from Citroen Dyan – £25.
5. 30 ft. gold anodised aluminium mast with winch, light etc. – £350.
6. 2 rolls of esculator belt for boat fender strip. Each roll about 40 ft. – £15 per roll.

PHONE B. ASHURST – 0793 751172, U.K.

UNUSED JECKELLS SAILS. Main (ft.2.8m, luf17.3m), Genoa (3.91 x 9.14m), Drifter (light winds foresail; 4.57 x 9.14m). Also various Ropes, Echosounder, Trailer. Offers Please! Tel; 036443544. U.K.

Boats for Sale

PAHI 42. All beams, almost finished, best wod epoxy glued. Contact Nichola Rimando, Caminho P.O., Outriro, Vila Maria, Peniche, Portugal.

NARAI Mk IV registered in 1985 in Spain, built in Oregon Pine and Marine Ply, stainless steel screws and fittings, fully furnished: galley, a shower room, a saloon, a chartroom, 4 double bunks, 2 single ones, and so on . . . excellent conditions, suitable for oceanic cruiser. (Juan Villalba, C/ Finisterre 5, Las Matas (Madrid), Spain.)

PAHI 31 'GADZOOKS'. Marine Ply/Epoxy sheathed. Excellent condition, fully equipped and ready to sail. Will deliver within UK or Europe by arrangement. Serious offers. Contact: P. Richardson Tel. 0389 50859 (Evenings) or 0389 59999 (Answerphone). U.K.

TANENUI, launched 1984. Perfect condition (see 'Sea People/Sailorman' No.5). Complete cruising inventory £7,500 or offers. Jean-Yves Poirier, 11 rue de la Libération, Thaire, 17290 Aigrefeuille, France. Tel. 46 56 28 46.

Crew Wanted

PAHI 31 catamaran, leaving August for Portugal, Canaries – West Indies – possibly further – seek crew member; share food expenses. Preferable experienced. Phone Chorleywood (9488) 3964 evenings U.K.

Danish couple plus son age 18 will perform circumnavigation Jan. '89 – June '90 in larger Wharram cat. Some berths available on cost-sharing basis. £6,500 per person necessary.

For details write J. Lundgaard, Dommervanget 22A, 4000 Roskilde, Denmark, or phone 02 370095 after 6 p.m.

CREW AVAILABLE for one week for Polycat Meeting. Prefer larger catamaran. Pay own expenses. Phone: Richard Merlin, Penzance (0736) 753319.

Couple, 37, wish to cruise/sail weekends with experienced Wharram owners. Weymouth to Harwich area, expenses shared. RYA Yachtmaster (Theory) and Mediterranean flotilla experience + Solent weekend sailing.

Nick and Pat Roberts, Langmore, Reigate Road, Hookwood, Horley, Surrey RH6 0AS. Tel: 0293 786848.

NEWS FROM SEA PEOPLE....

AUSTRALIA

A cry from the heart from Australian builder Garry Brett, P.O. Box 486, Weipa, Qld. 4874. His letter reads like I expect to feel in a few months. So, help him, friends.

"I am AREOI builder No. 127 and have just finished one hull to 'fit the beams' stage and have the other hull mostly pre-fabricated. I am also thoroughly p..... off with building (completely on my own).

I can't afford to read magazines but my family think I need an injection of 'Sea People/Sailorman' magazine to get me all fired up again. Is it normal to get cheesed off at this stage? I'm glad I didn't try and build a 'CAPTAIN COOK'! I believe you people are building a 63' PAHI, are you into aircraft carriers or something?!

Please treat this as an emergency – my mate's monohull is even starting to look good – ugh!!"

Mike Ricks, Australia, builder of TIKI 21 'SKUA' as always, has an interesting contribution, particularly this one about humidity in the end sections of the TIKI 21.

"Thanks for sending two copies of the Sea People No. 6, I was pleased to see my couple of articles in print. The articles once again sparked off a flurry of phone calls from prospective builders or people half way through a TIKI 21, wanting to know what they are in for. I always give them my enthusiastic account of how fast she goes etc., etc. One thing I do recommend to people who call, is that they consider extra ventilation. My boat is under the intense sun and humidity all day long and is prone to mould in the cabins. One day, if I ever get round to it, I will borrow a generator and cut a hole through bulkheads '5' and maybe put a mushroom vent on the forehatch and a protected hole on the back bulkhead of the cabins, bulkheads '2', just below the hatch.

'Skua' has been in the water over 3 years now, I still sail regularly, in all weathers (mad dogs and Englishmen!).

A chap phoned a while back to say he was building a TIKI ROA and asked to go for a sail. I treated him to a 25 knot all-sail-up blaster, he clung to the deck as we leapt from wavetop to wavetop, spitting out sheets of spray. I think he was most impressed with the stability.

Many times, like any boat owner, I wish for a bigger boat. It would be nice to go below and brew up and get out of the elements. I got very close to buying the plans for a Hitchhiker 33. I don't know if you are familiar with the Hitchhikers, *(Yes, I do know HITCH HIKER. He started off by blatently copying a Wharram with a few design modifications, saying how he had improved the design!! – Ed.)* they are in fact, much to your own philosophy, double enders, but with 'fatter' hulls and a small doghouse deck cabin i.e. plenty of living space.

However all things change. I subsequently lost my well paid job, mainly due to lack of interest and a couple of intense new relationships. So – end of bigger boat and I now scratch a living labouring under the hot sun. But, no complaints, life is good here and I have a girlfriend 18 years younger than me who keeps me young. I shall be 40 next month so I guess life begins at 39!!

To get back to boats, Annie and I were camped on an island last weekend, tent pitched and campfire burning. 'Skua' anchored close in to dry out on the low tide. It struck me that we were far more comfortable than all those people bobbing around at anchor in their little trailer sailers, or even those cooped up on bigger boats. We cooked on the fire, made love under the stars by the flickering fire light, and slept like babies in the tent till morning sun drove us out. So, I'm really content with my little boat and the bigger one can wait a few years yet.

Well I thought I'd lay all that on you to let you know I'm still here and sailing. You must feel sometimes like your 'family' of builders all grow up and sail away and eventually stop writing. I'll try to produce another article sometime if I can think of something fresh. Till then best regards to you all. Hope you survive another Cornish winter.

P.S. Remember my plans for my dinghy 'Skua's Egg'. (See Sea People No. 2). The floor or bottom of the boat needs extra battens across to stiffen it up and it needs a forward rowing position to carry 2 people properly. Designers prerogative to make amendments!!"

Carl Reynolds, TIKI ROA builder sailed with Mike Ricks and wrote:

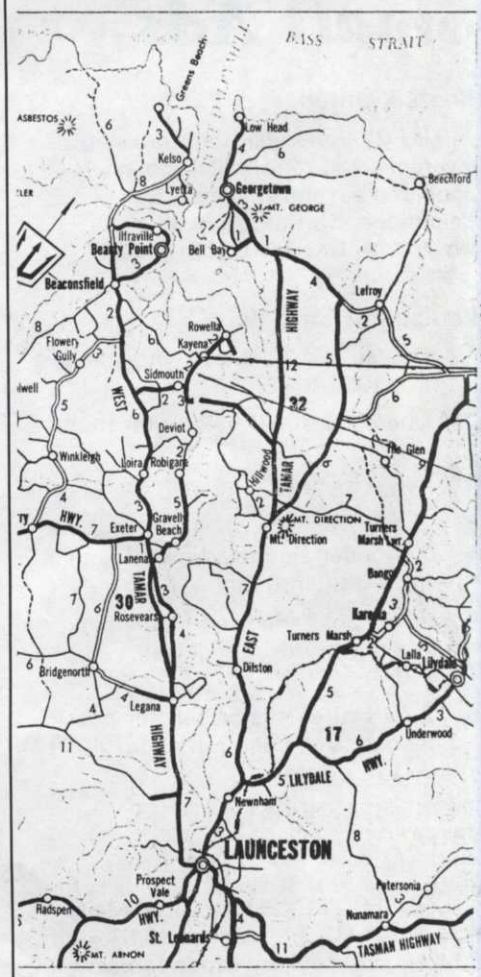
"While in Brisbane on relief duty, I met Mike Ricks, who kindly took me for a sail in his TIKI 21.

After a lively sail in boisterous conditions we arrived back at the mooring rather wet but exhilerated. After reading about the stability etc. of the TIKI 21 it was a pleasure to have experienced the seaworthiness, which made me impatient to get back to Sydney and continue building my TIKIROA.

Thanks again for your help in explaining the best techniques for glassing the hull."

K.L. Bantick, Tasmania, a TANE NUI builder sent this chart with the following invitation:

"Enclosed is a map of the Tamar River. I live at Kayena, marked on the map. My TANE NUI will be moored at Devils Elbow which is visible from home. Any cruising Wharram cats would be made welcome. There are plenty of sheltered anchorages, free of charge."



Distances are in Miles
Note: This is TASMANIA not Cornwall!!

Steve Goodman, J.W.D.'s agent keeps in touch with Australian builders and reports on their progress.

Wayne Bailey, owner of TEHINI Plans No. 64 is about to commence building. He is building his boat under survey, and has received the first approval in Queensland for a catamaran to be built to ocean going survey standards. He will use the boat as a dive charter boat on completion.

Robin Bronte lives on a farm in central NSW. The farm has substantial stands of timberr, and Robin is not only building his own boat a TANGAROA Mk IV, but is doing it from timber cut on his property. The local timber mill has sawn all the timber for him, in exchange for being able to keep some.

We are trying to get ourselves in a position to finish ply planking the first hull of our CAPTAIN COOK over Easter – this weekend. Unfortunately, we don't think that the weather will hold long enough to allow us to sheath it. It is already reaching –1 at night, although days are 26 degrees (Centigrade!).

NEW ZEALAND

Tim and Heather Whelan, having sailed half-way around the world, are settling in New Zealand for a while to have a second child. This is fortunate for us, because Ted Berry, the Wharram New Zealand agent, after years of helping New Zealand builders, is taking a rest. So, Tim and Heather are now our New Zealand agents.

In the next issue, there will be a working report on Vortex Generators from Tim. (see also their article p. 7)

From K. Rohan, N.Z. Captain Cook builder.

Your designs are certainly reaching the parts of the world others cannot. Here in Tasman Bay there are two HINAS, a TANENUI, a TANE, a ORO and a TIKI 21 or two.

My TANENUI friend reckons he is holding his own against the local gun monohulls which gives some satisfaction. The local yachties give little encouragement to catamaran builders citing the usual objections (though interestingly, few have ever sailed in one or indeed ever really studied the design types available).

May I commend to you Mr. Nick Woods (the aforementioned TANENUI owner/builder) whose enthusiasm for Wharram Catamarans could have singlehandedly outweighed all the opposition in my mind.

BRAZIL

Letter from Carlos Hochberg, HITIA builder.

I have one bad news from a TIKI 21. It is still unconfirmed but, it seems that a TIKI 21 capsized in Rio de Janeiro, in a Force 6 wind. The trick is that it had a fully battened, Hobie cat 16 sail, plus other departures of the orignal project. I think Mr. Chermont has some more detailed information about it.

MALAYSIA

Letter from Walt Turansky.'

The TIKI 21 was launched Saturday last. The wait was worth it as the sailing in 10–15 knot winds was great. The boat performs better than I expected and is nearly as responsive as my old HOBIE 16. I'm looking forward to a lot more sailing with it and its younger brother the HITIA which I just started after receiving the plans this week.

AUSTRIA

Dr. Gerhard Bobretzky has sent us further news about Austrian builders;

''Wolfgang Wappl and Veronika Ulz arrived in Cyprus in their TANGAROA Mk I. That is almost a circumnavigation *(see 'Sea People/ Sailorman' No.6 p.31 telling us of their arrival in New Guinea on the way to Australia).*

Austrian builders are busy. Mr. Bodei is working on the first hull of his CAPTAIN COOK – Mr. Schenk is well on the way of finishing the second hull of his TIKI 21 – Juergen Baier's HITIA will be sailing when this is published – Mr. Lux has both hulls of his TIKIROA sheathed and is working on the interior – Dr. Hodum's AREOI was somewhat delayed by the cold winter, but the frames are ready for planking – Gerhard Noisternig's NARAI Mk IV is now in the open and nearing completion. She is quite a sight in his backyard – Helmut Rieder started anew with his CAPTAIN COOK since sailing a French production catamaran. *Later on,Gerhard Bobretzky wrote:* Dr. Hodum send his greetings and says, that he is very pleased with his HITIA. She outruns everything.

Walt Turansky's TIKI 21 just prior to launching.

CANADA

The Huebschs (see p.8), back in Canada are sending Canadian news with the good news of the voyage of the ORO 'PYXIS' across the Pacific and the sad news that Ernie Heard died on Febr. 3rd 1987.

John Bellenger successfully made it to Australia in PYXIS (ORO) and she is presently in Coff's Harbour undergoing a major re-fit. His girlfriend, Diane McCamm is back in Canada for a visit and I had a long talk with her. They crossed the Pacific in a series of very long hops, with not many stops. They went from Panama to the Galapagos, to the Marquesas, to the Tuamotos, to Samoa, to Australia. This fits with John's cruising philosophy that he expressed in a letter to me ''Passage making is like a vivid technicolor dream, whereas land falls are like black and white horror movies''.

I'm not sure that I really agree with this. I like to see as many places along the way as possible and to travel that far without seeing everything is a mistake but it's nice to hear of everyone's ideas (and their reasons).

David and Neila are still in the Bahamas on their NARAI Mk IV. I believe they are in the Exumas at present enjoying the cruising life.

Further:

Just a short note to report with great sadness that Ernie Heard passed away on February 3rd, 1987.

In the best of health until last June when he went to the Doctor suffering from headaches and double vision. He was operated on two days later for a malignant tumour on the pituitary gland. He made a good recovering for a couple of months and then started to deteriorate again. On February 2nd, he underwent a second operation to remove his spleen, and that evening his daughter, Sian, telephoned me to say that everything had gone well without complictions, but the next morning he suffered a relapse and died.

Ruth, I know, has met Ernie and may remember his cheerful good humour and sound common sense. These qualities served him well during a year as Commodore of the Toronto Multihull Cruising Club. He transferred the TMCC from a place where people spent most of the time bickering over stupid rules, and which serious cruisers regard merely as a place to park their boats, to a club where people would sit around in the evening and socialize and discuss cruising and have a good time. (In other words he brought it closer to Polycats).

The TMCC awards one Maurice Jacques Trophy annually for the person who has done the most 'to promote and encourage cruising in the club'. In the four years of its existance, Ernie won it twice. (It is interesting to notice that although Wharram catamarans make up only aout 10% of the boats at the club, the Maurice Jacques Trophy has gone to Wharram owners three times out of four!) Ernie's experience included a voyage to the Bahamas with his family aboard his TANGAROA 'CARIAD' and a trip across the Atlantic, crewing with John Bellenger aboard his ORO 'Pyxis'.

Ernie would have been re-elected by acclaimation to a second term as Commodore of the TMCC but had to decline because of his health.

The funeral was packed with sailors, all the local Polycat people and TMCC members and on the coffin were two photographs; one a casual picture of Ernie and Margaret laughing together, and one of his beloved 'Cariad'.

Margaret and Sian plan to keep 'Cariad' in commission through the next season and then decide what to do with her in the Autumn. (An older daughter Debbie, is married and living away from Toronto).

Everyone has been rallying round Margaret to try and make things a little easier for her in her time of loss and anyone whoever met Ernie will, I am sure, cherish his memory. He was only 50 years old.

Ernie Heard's TANGAROA Cariad II. Ernie waving on right. Photo taken 1985.

U.S.A.

From Larry & Marge Warnberg-Welling, AREOI builders.

It took us about a year to buy our plans, materials and a few tools (we do carpentry for part of our income). We also built an 8′ x 35′ floating workshop. Crossbeam construction is scheduled to start TOMORROW.

We are seriously considering omitting the daggerboards, using a centreboard instead. We raise oysters in a shallow estuary where much of our sailing will be done. Breaking a daggerboard on an oyster reef would be a nuisance. So we are hungry for details on centreboard construction.

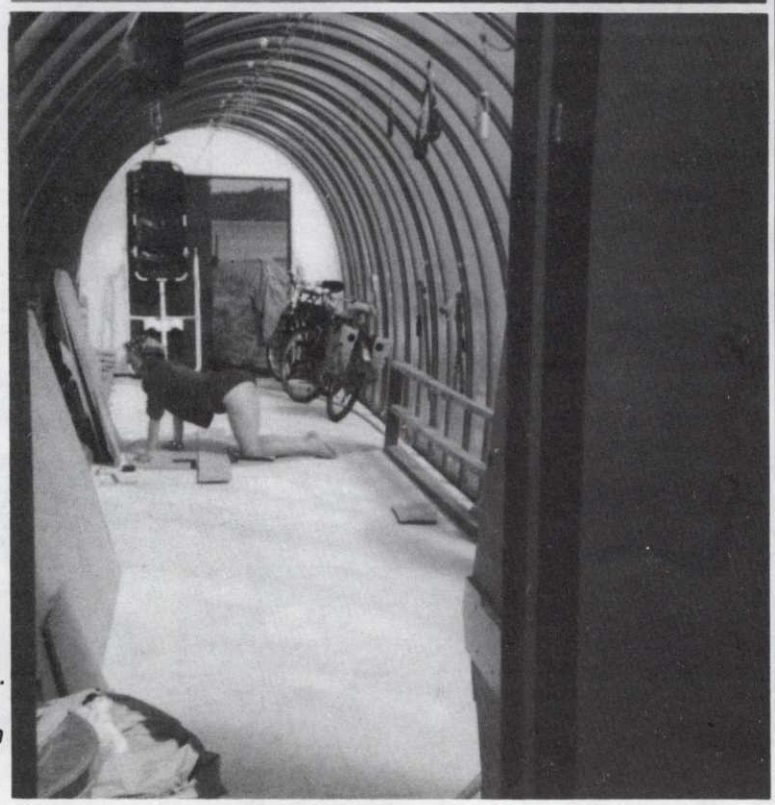
Building the workshop was labour intensive, but cost under $1,000. A female mould was carved in the silt of the upper tide flat. A ferro cement hull was cast into the 8′ x 35′ x 14″ hole.

Foam logs fill the space. Cheap ½″ plywood for a deck. Very level, the water levelled the form. Only 1″ of freeboard with 1000lbs, or one hull.

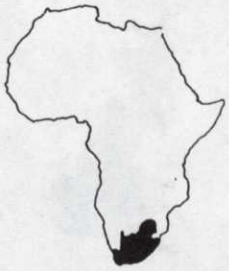
Later the workshop will become a greenhouse and a protected place to process the oysters we raise.

Each PAHI 31 hull will just fit through the double doors.

Workshop with only 1″ of freeboard with 1000 lbs or one hull load



Marge laying out bulkheads of the PAHI 31. Each hull will just fit through the double doors



SOUTH AFRICA

Tony Downs, years ago crossed the Atlantic on J.W.s TEHINI on charter and has since built a PAHI 31 in Britain, which he has now had to sell to spend some time in South Africa. He writes:

We now find ourselves working in South Africa for a short time, a great place. Don't believe all the rubbish you hear about it.

We finished our PAHI 31 and had 6 months sailing Irish Sea, Scottish West coast, in atrocious weather, mostly force 6–8. The boat handled well but seemed to tack better with boards up. With boards up downwind, the broaching tendency appeared slightly more than with the "TANE" I used to own. On the few occasions with light winds, I used a 250 sq. ft. Drifter. The boat went very well on a reach force 3 approximately 10 knots. It also handled very well under Genoa and stay sail only, beam reaching in force 5 at 8 knots. The fastest speed reached was 15 knots on a beam reach force 5–6. It was with regret that I sold her to come to South Africa for 2 years however to leave her in U.K. for 2 years unused would have been a worry. For your records, she cost £5,000 to build (84/86). West epoxy system, alloy spars, Austen Farrar sails, 4 h.p. Yamaha and Rocholog echo LTS Generator, Fuel oven ? and all safety gear. I sold for £6,000 for a quick sale but probably could have got £7,000.

I am considering a small trailable TIKI, there are plenty of very large lakes and dams here. The Indian Ocean is quite rough and there are only a very few safe ports between Durban and Capetown, with large distances between.

From Neville van der Westhuizen,

It seems that a real interest in Wharram designs is developing in South Africa (a yacht manufacturing boom is being experienced here with some firms having up to 10–15 35′ keelboats on their order books). However, the Wharrams are spread all over the country, so it takes time to see them all – over Xmas I sailed on a TANGAROA (built in the islands) – being used as a diving charter boat – owner very happy. Also, an ARIKI survived a tremendous storm off the Cape of Good Hope (a 37′ Endurance keelboat was totally wrecked) earlier this year.

* *This ARIKI has sailed round the world – Ed.*

BRITAIN

Adrian KITCHING, owner of ORO 'Zooey', is a regular supplier of Sea People News form the Exeter area, he writes:

We had a great summer, with few complaints. We managed to sail over 2,000 miles – Bristol – Exe – La Coruna – Exe – Channel Islands – Exe. The most fun trip was across Biscay in just over 3 days – really flying, though coming back was a bit wet.

'Zooey' is now at Exton, laid up for the winter, we are still living on board (myself, Matt my American partner, and Mell from Australia) and haven't considered moving off, though Matt has to go home soon as his visa runs out.

Dave (from PAHI 31 'Freebird') turned up the other day, and has got a job building a Formula 40 in Exmouth. He's staying with us as his boat is out of the water in Plymouth.

Guy Barron (NARAI Mk IV) is laid up in Exmouth and also looking for work – he almost demolished a harbour wall last week when a stern line failed in a gale – not much damage to the stern post though. (He's still on board as well).

Raeff (TIKI 21) has had a great summer. I've been out a couple of times and was very impressed. He almost flipped her one day with one hull 4' clear of the water!

Lance's PAHI 42 is still in Odhams Wharf, though looking very smart with the paintwork finished. I think he plans to leave things until next season.

Thats about it from the immediate area, Bill Brown (NARAI) had a bad Biscay crossing taking 3 **weeks** with all sorts going wrong. Vince went with him and has since decided to sell what is left of his boat!!

Since we have had postcards from Bill Brown who arrived safely in the Caribbean, and also a friend of mine John Mansen who is with Ernald on his TEHINI – they all sem to be having a wonderful time (see also pages 26/27).

Rick Thompson has finished repairing the hulls of his HIMEMOA and plans to be sailing next season.

Bill Broadley had had some fun with my old TANE 'Tanwych'. He has some great photos as his son is a photographer (Both Rick and Bill are in Burnham).

I'm not sure what we are doing next season, as we are a bit short of money at the moment. We might have to sell 'Zooey' which would be a shame, but we would just build something smaller – possibly a TIKI 31, though such ideas need not be explored yet.

Philip Le Maitre of Guernsey, building a TIKI 31 writes:

"I am lucky to have the use of a warm boiler shed at my work. This comes in handy, for no matter how cold it is, it's still warm enough to glue. The sides were constructed at my work and stitched together with stems and skegs in. They were then taken to my father's greenhouse, which I am slowly turning into a workshop."

M.J. Cookson, Raka Builder, Cubmria writes:

"Further to my comments published in the Sea People No. 5 p. 29, could I suggest that one reason why fore sails are particularly important on polycats is that since the luff is angled backwards, in a fore and aft direction, there is an upward component in the thrust of the sail, helping to control pitching. Wind-surfers benefit from the same effect. This point does not appear to have been mentioned in the 'Sea People'. What do you think?"

This is also the reason why I always have a good rake aft on my masts, so that some of the wind drive lifts the bow and continues to lift it, when diving down a sea instead of depressing the bow. M.J. Cookson is the first person to note and realizes why. (Ed.)

Photo: Guy Barron's NARAI MkIV 'Illusion'

Geoff Tate, 'HITIA' builder, Dartford, writes:

I completed my HITIA No. 64 ('Tahiti') a few days before our holiday booked in Jersey, and had to transport it there to our appointed camp site and then enquire as to suitable beaches and then wait for a gale to subside, before knowig if she would float let alone sail! However with every confidence in both the designers and my carpentry/epoxying she was launched succesfully. I have never sailed a cat before, but 'Tahiti' went so well that, even with my two daughters as crew it 'saw off' a single handed laser, who promptly came ashore to fit a larger saile and even then could only 'compete' by his quicker tacking! Back in England she has sailed at Dover and Studland Bay near Poole, where she had had such comments as: 'I thought she was a Wharram, I could tell by the lines' and 'I didn't know there were such small Wharrams, very nice'. Who can say more?

Peter TEAQUE (Diver) & buddy, sends this little thank you, to I think one of our Sea People subscribers.

We would like to thank owner of TIKI 21 for picking us up after engine failure off Torquay. Thank you very much.

From Tony Perridge – TANGAROA Builder/Sailor, Fort Augustus, Scotland.

I was intrigued to see that I have been re-appointed as Scottish Area Secretary for the P.C.A., but you have picked the wrong year to bestow this honour upon me! I have given up my job, Fountain Cottage and all the trappings of the sedentary life and I now live aboard my TANGAROA, FAOILEAG, and I am leaving to sail south at the end of this month. Unlike my previous attempt, I am making my aim quite modest, just to go to Cork and then down to Spain and Portugal for a year or so. If I get the urge to keep going, then I shall do so, but for the moment, Portugal will do. My contact address is through my wife who will forward mail to me.

A.D. PERRIDGE, c/o MRS. P.J. PERRIDGE, LONG ACRE LODGE, PHOINEAS, BY BEAULY, IVERNESS-SHIRE.

I have made a few modifications to my long-suffering boat, including fitting vortex generators, end plates on the bottom of the rudders and balance areas on the front of the rudders, cut out of the skeggs. When I have tested it all out I shall bombard you with reams of boring prose, accompanied by indecipherable drawings.

I am travelling solo unless you know of anyone who wants a one-way trip to Spain. I can only take one crew because I am carrying so much gear that there are only two bunks available (Faoileag now draws 2'6"!).

From Roger Dove – TIKI 26 Builder, Scotland.

Thank you for your note about my TIKI 26. The Mr. King that you mentioned is, in fact, Jim King who probably featured in the Sailorman when he built a NARAI and sailed in it to New Zealand in the early 1970's.

Jim, along with Tony Perridge, formed my technical advice team – those are the people who tell you what you should have done after you have made a mistake! His actual comment the first time we hoisted sail (force 5/6 on Loch Ness) was, Jim (Wharram) really seems to have got it right this time!

In order to sail SALUKA from Fort Augustus, where she was built, to my home on the Cromarty Firth I did some temporary finishing and I am now busy completing all the odd jobs. Hence no photographs or accounts of dramatic voyages.

From the detailed records which we kept I can say that the actual time/cost (as compared with Jim's rather optimistic estimates) to get the boat on the water and ready to sail was, 1500 hours and £4,000.

The most irritating and unduly time-consuming job has been to get the sealing alignment of the beams exactly right and I would advise that the addition of the pads and cleats should be left until the hulls can be correctly positioned and the beams laid in position. *(That was indeed the intention, Ed.)*

The only other significant difficulty is the ease with which the mast can (or rather cannot) be raised and lowered. The size and weight of the mast makes it very cumbersome to handle and the method recommended for the TIKI 21 just does not work with the 26. I am experimenting with different techniques!

From Terry ADAMS, TIKIROA builder/sailor

Apart from the tacking problem (ideas on this to follow later) I have nothing but praise for the TIKIROA. She is strong – my helpers dropped each hull off the trailer – no damage, seaworthy and dry – the seas in the Bristol Channel are short and deep with a 6 knt. over tide and she rode them like a duck and stayed dry. This is especially important as I sail with Jill and my children 9, 7 and 5 who would have proved a problem if the motion was not easy. The real merit of the TIKIROA is as a cruiser for families such as mine where the generous accommodation and deckspace for her length (compared with a monohull) and her stability and powerful performance – 13 knots fully loaded for 5 for a week – combined with truckability, bridges the gap between boats for young couples 6TIKI 21) and distance cruisers with fixed decks and all year round mooring requirement. If you are out with a young family your boat really has to be suitable single handed and TIKIROA does this well – when the season begins I will report on the success of mods such as wheel steering. Talking of which do you think that a larger rudder would help the tacking problem – perhaps end plates instead? Or is it just because no-one has yet used the leeboards properly? I shall try them next season and see if they make any difference.

It is possible a bigger rudder might make tacking easier we will be able to sail André Viljoen's TIKIROA in the near future and assess the tacking and report back in the next issue. (J.W.)

Have you read?

by Ruth Wharram

'TIDE' Magazine

Alongside, you will see an advertisement for 'TIDE', the 'International Marine & Maritime Journal – Review', another new magazine, the first issue of which should be out shortly.

Richard Gwynn, the editor, introduced himself a few months ago as the founder of the 'Bideford Ship Company', concerned with the need of ''environmentally clean forms of sea transport with a return to sail power as far as possible.

He had been writing a book 'The Way of the Sea', subtitled 'Man's Use and Abuse of Waters' which, when out, we will review. In the meantime he formed the company and published the above named magazine in which James' Lecture at the Dolphin Day Symposium in Leicester in Nov. 1984 will be published.

However, Richard Gwynn is interested not only in our dolphin work, but also in our new PAHI 63 design and is considering building her as an oceanographic, exploration vessel, operating in the summer out of Bideford, in the Bristol Channel, taking day passengers to the new marine park off Lundy Island. This marine park was established last year as a protected area having rare and unusual undersea flora and fauna.

It is already well known to divers, and there is even an underwater 'nature trail', but there are so far no surface observation facilities. The PAHI 63 would be ideal as an observation platform with room for, perhaps, 40 day passengers. The vessel could also function as a diving support ship. In the winter the ship could be taken further afield.

The Bideford Ship Company is trying to raise the finances to be able to build the vessel during the next winter and hopes to be ready for the 1988 summer season.

Anyone interested in this company, whose main concern is with sailing ships, traditional vessels as well as ultra-modern 'high-tech' sail powered and sail assisted ones, small boat building etc. please, write to Richard Gwynn, Graemercy, Pattard Water, Ball Hill, Hartland, Devon EX39 6BX.

Tide

THE INTERNATIONAL MARINE & MARITIME JOURNAL-REVIEW

The magazine of the deep green sea! A new quarterly magazine covering all aspects of man's complex relationship with the sea—from ship design to sea farming, piracy to marine biology—with special emphasis on clean, safe and ecologically sustainable use of the aquasphere.

Tide, slightly larger than the Reader's Digest, will be fully illustrated with photographs, line drawings, maps, graphs and diagrams. It will feature articles by some of the most eminent people in the field. **Tide**'s editor is Richard Gwynn, author of "The Way of the Sea".

Available on subscription: £10.00/$15.00 annually, posted surface mail. Make cheques/postal orders payable to Tide and send to Tide, 'Gramercy', Ball Hill, Pattard Water, Hartland, Bideford, Devon, EX39 6BX.

Ganzen trekken in troepen & Al Dwalend

For Dutch speaking members, Henk de Velde has published a book about his, now famous 'Round the World' voyage on his ORO 'OROWA' (see 'Sea People' No.1, p.5 and No.2, p.4) called 'Ganzen trekken in troepen'.

It is available directly from Henk de Velde, Uitg. Albatros, Vissershaven 2, 2846 AG, Harderwijk, Holland, at a reduced cost of 25 guilders (or BF500, 75 French Francs, £8.00 or $ US 12).

As at the time of publishing he could not include many photos, he published a supplementary booklet 'Al Dwalend' full of photographs of OROWA's voyage with poems by Slauerhoff. This, again, will be available directly from Henk at a reduced cost of guilders 17.50 (BF 250, FF 50, £5.25 or US $8). It also has a translation into German.

So, members, anyone interested in reading more about Henk's voyage, get in touch with him.

Buckminster Fuller

by Larry & Marge Warnberg-Welling, Nahcotta, USA

(AREOI BUILDERS see also page 35)

Marten von Jena's articles were a big hit with us. His literary quotes reveal attitudes we share. It is encouraging to read about people doing it, not just speculating idly.

Having lived aboard a recycled lifeboat for 4 years, we've gradually tuned into a more human-paced living. There are only a handful of people yet around here willing to extend themselves beyond comfort concerns. So it is through magazines such as 'Sea People/Sailorman' that we find not just practical information but also spiritual support.

I notice 'Sailing the Farm' is finally getting the attention it deserves. It's been a valuable handbook for us. Another person the sailing community might pay more attention to is Buckminster Fuller. One of his favourite sayings was that the little individual DOES make a difference. He had much to say about the role of Polynesian seapeople (and their watercraft) in the beginnings of civilization. He was a strong swimmer and avid kayaker in his youth, when he showed his talent for inventing, by building a better kayak paddle. It used the squid propulsion technique – like an umbrella opening and closing when pushed-pulled. He was a skilled sailor and navigator. He invented a unique and fast rowing craft (called Rowing needles) using 2 lightweight long and narrow (30' x 6") tubular hulls. And he wrote a lot of books, so now the information and know-how in his head belons to all of us.

Check him out further. A real goldmine!

Photo: Henk de Velde with son Stephen and dog Soldier aboard OROWA.

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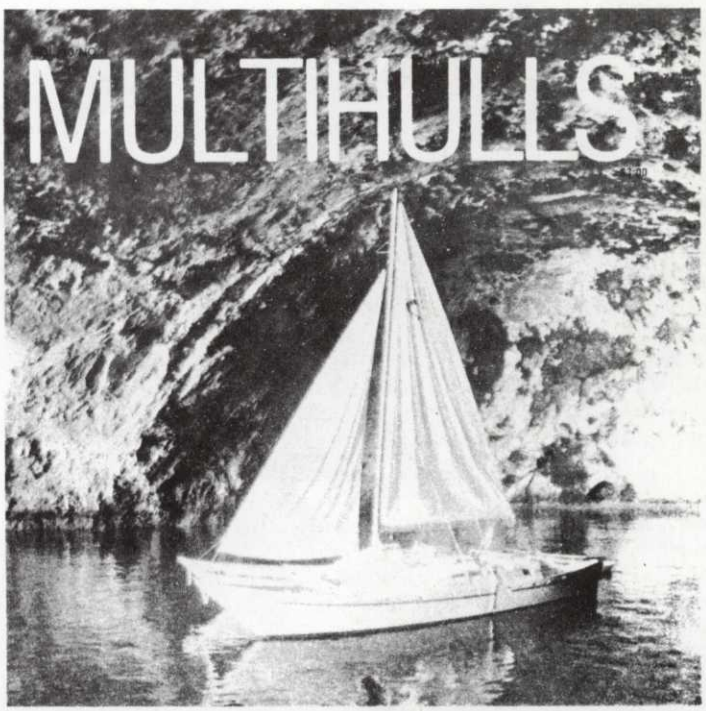

January/February 1984 Cover Photo: Wade Doak's RAKA 'INTERLOCK' in Rikoriko Cave, New Zealand, with inside story: 'A Cat Among The Dolphins'.

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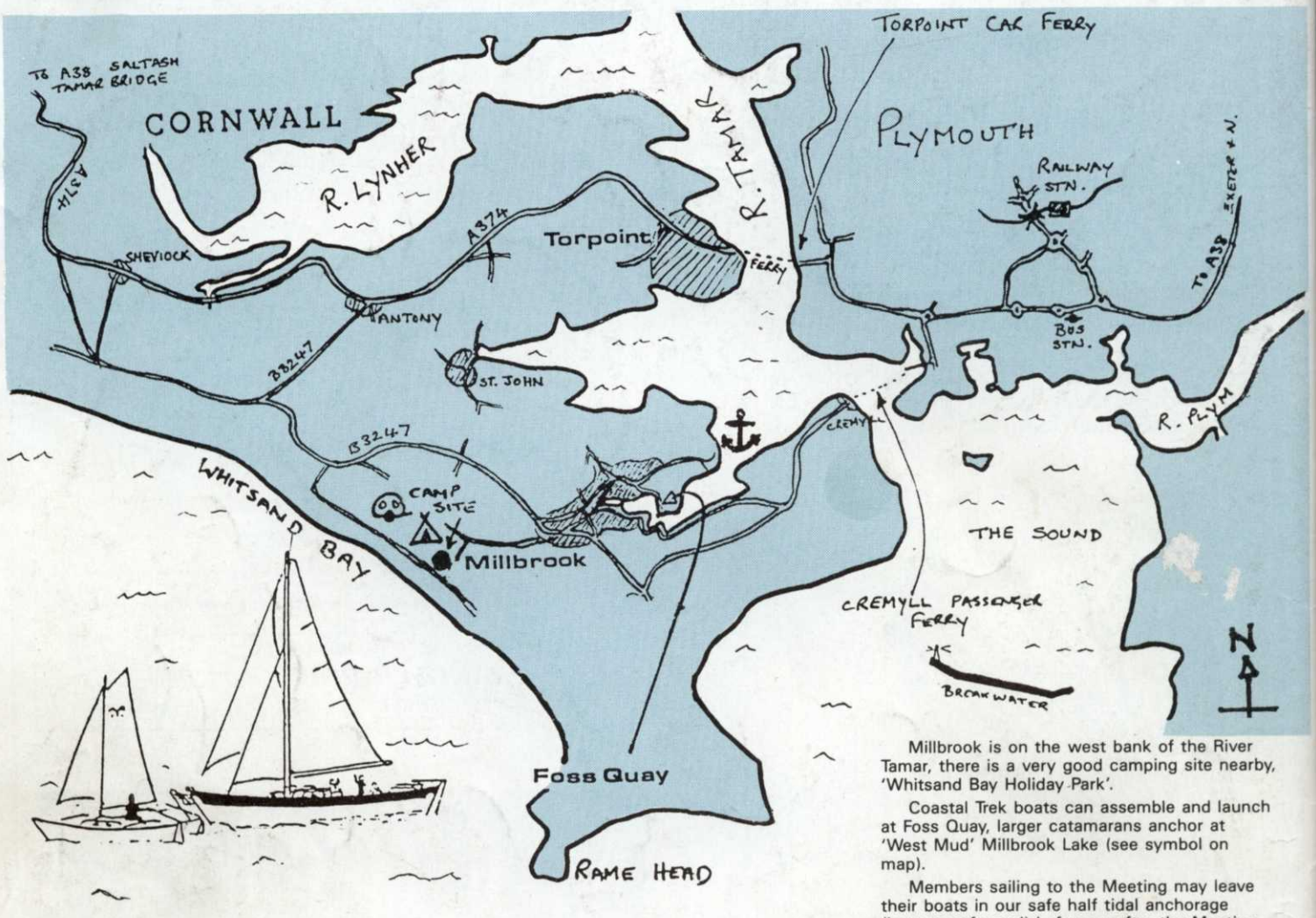
20 Years of PCA *summer meeting*



Millbrook is on the west bank of the River Tamar, there is a very good camping site nearby, 'Whitsand Bay Holiday Park'.

Coastal Trek boats can assemble and launch at Foss Quay, larger catamarans anchor at 'West Mud' Millbrook Lake (see symbol on map).

Members sailing to the Meeting may leave their boats in our safe half tidal anchorage (bottom soft mud) before or after the Meeting to allow them to spread the trip over several weeks.

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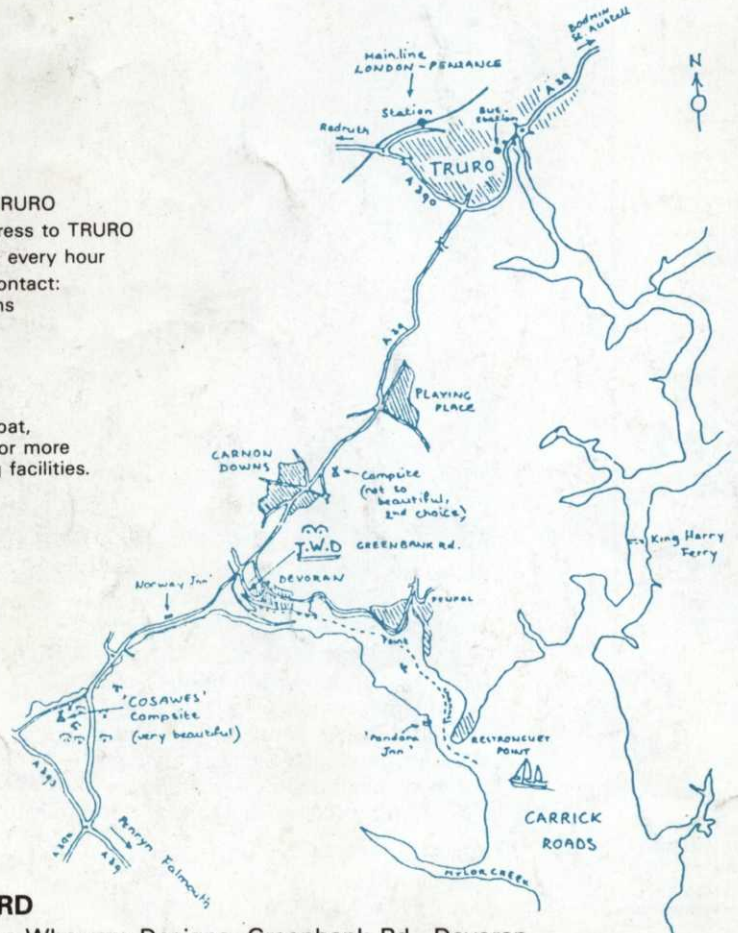
Travel by Car: Torpoint Car Ferry or Saltash Bridge.

Travel by Water: Write or Phone Steve Turner for details of anchorage etc.



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If you are coming by boat, please contact J.W.D. for more information on mooring facilities.

BRITAIN – SUMMER MEETING

To commemorate the 20 years existence of the P.C.A. we are holding a **double summer meeting**. Starting the weekend of 15–16 August, at Millbrook, Plymouth – followed by a sail to the Scilly Isles, weather permitting, and finishing with the weekend of 22–23 August at J.W.D.'s base at Devoran.

Each shore based meeting can be attended individually by non boat visitors, but, it would be nice to get lots of people on boats to attend the weeks sail.

PLEASE FORWARD

or return to: James Wharram Designs, Greenbank Rd., Devoran, Truro, Cornwall TR3 6PJ, England.